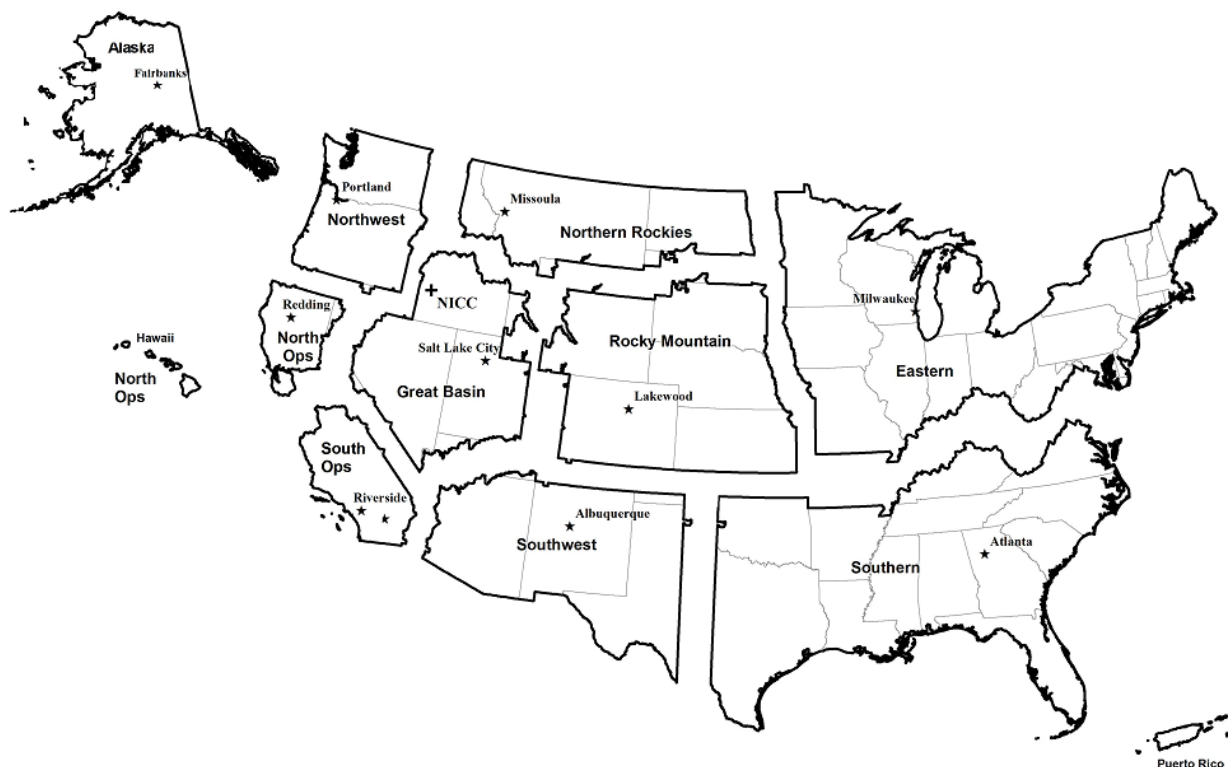


NATIONAL INTERAGENCY MOBILIZATION GUIDE

Geographic Areas



March 2018
NFES 2092

Produced annually by the National Interagency Coordination Center, located at the National Interagency Fire Center, Boise, Idaho.

Additional copies of this publication may be ordered from: National Interagency Fire Center, Great Basin Cache Supply Office, 3833 S, Development Avenue, Boise, Idaho 83705. Order: NFES #2092. This publication is also available on the Internet at www.nifc.gov/news/nicc.html

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NATIONAL INTERAGENCY FIRE CENTER

3833 South Development Avenue
Boise, Idaho 83705

TO: Agency Personnel

FROM: NIFC-Multi-Agency Coordinating Group

DATE: March 1, 2018

SUBJECT: 2018 National Interagency Mobilization Guide

Attached is the 2018 National Interagency Mobilization Guide. This Guide is written to reflect the interagency needs of the user and formatted to accept local inserts.

The signatory agencies have directed the National Interagency Coordination Center (NICC) with review and oversight from the National Multi-agency Coordinating Group (NMAC) to annually revise, publish, and distribute the National Interagency Mobilization Guide by March 1, and issue errata to this document.

The National Interagency Mobilization Guide establishes the standards for mobilization and demobilization of resources in response to wildland fire and all-hazard events. It is the foundational document instituting overarching processes for total mobility of resources.

Suggestions for modification of the publication should be sent through your Coordination Center Manager (the NICC and the GACCs) and they will bring forward change requests that have been vetted through recognized interagency groups within their respective areas.

The NICC will accept change requests from recognized interagency groups (CGAC, ACIC, etc.), NWCG Committees and sub-committees, and functional areas (NIRSC, RAWS, Contracting, etc.), as well as signatory agencies. The NICC Center Manager will present recommended changes to NMAC for their final acceptance and approval.

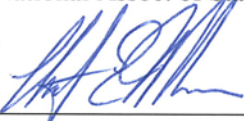
Annual change requests are due to the NICC by November 15 in order to provide adequate adjudication. The change request form link will be sent out to recognized groups, committees, and functional areas.



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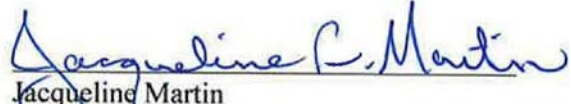
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TABLE OF CONTENTS

Chapter 10 Objectives, Policy, and Scope of Operation.....	1
Mission Statement.....	1
Total Mobility	1
Priorities	1
Local and Geographic Area Drawdown Levels and National Ready Reserve	2
Scope of Operation	3
General	3
Mobilization/Demobilization	4
Work/Rest, Length of Assignment, and Days Off	4
Assignment Extension	5
Single Resource/Kind Extensions	6
Incident Management Team Extensions	6
Incident Operations Driving	6
Initial Attack Definition	7
Resource Mobilization	7
Compacts.....	8
Wildland Fire Entrapment/Fatality	9
National Resources	9
Notification of Commitment of National Resources	9
Unable to Fill (UTF) Procedure	10
Standard Cubes, Weight, and Gear Policy for all Personnel	10
Wildland Fire Weather Forecasts.....	10
Cost Coding	10
Interagency Fire and Severity Activities.....	10
Bureau of Land Management (BLM)	11
Bureau of Indian Affairs (BIA).....	11
National Park Service (NPS)	13
Fish and Wildlife Service (FWS).....	14
Forest Service (FS)	14
National Fire Preparedness Plan	15
Why Preparedness Levels are Established.....	15
Geographic Area Preparedness Levels	15
Preparedness Level Descriptions	15

National Multi-Agency Coordinating Group (NMAC) Organization	17
NIFC Directors' Delegations	18
Multi-Agency Coordinating Groups (MAC) Organization	18
Incident Support Organization (ISO)	19
Expanded Dispatch Organization	20
Technical Support	20
Administrative Support	20
MAC Group Coordinator	21
Complexity	21
Example Organizations	21
Incident Support Organization (ISO), Example	22
Incident Support Organization (ISO), Example – Complex Incident	23
Mobilization Procedures for Military Assets	24
Established Resource Ordering Process	24
Civilian Support	25
Demobilization Procedures	25
International Operations	26
Ordering Channels	27
Geographic Area Coordination Centers (GACCs)	27
Ordering Procedures	28
Non-Incident Related Ordering	29
Chapter 20 Overhead and Teams	31
National Incident Management System (NIMS) Positions	31
Overhead Mobilization and Demobilization	31
Interagency Wildland Fire Modules	32
Wildland Fire Module Mobilization	33
Smokejumpers	33
Helicopter Module	34
Helicopter Rappellers	35
Non-Standard Overhead Groups	36
Communications Coordinator (COMC)	36
Flight Manager	37
Incident Meteorologist (IMET)	38
Cache Support Positions	39

National Incident Management Teams	39
Interagency Incident Management Teams (IMTs)	39
NIMO Incident Management Team Type of Assignments.....	42
National Area Command Team	42
Incident Support Teams	43
National Interagency Buying Teams (BUYT)	44
Review, Audit, Process Team (RAP)	45
Burned Area Emergency Response Team (BAER)	46
National Fire Prevention and Education Teams (NFPET)	48
Wildland Fire and Aviation Safety Teams (FAST)	50
Aviation Safety and Assistance Team (ASAT)	51
Serious Accident Investigation Teams (SAIT)	51
Chapter 30 Crews	53
Type 1 Interagency Hotshot Crews.....	53
Minimum Crew Standards for National Mobilization	53
Type 1 Crews:	53
Type 2 and Type 2 IA Crews:.....	54
Chapter 40 Equipment and Supplies	55
Equipment/Supplies Mobilization	55
Equipment/Supplies Demobilization	55
National Interagency Support Cache Ordering Procedures	56
NFES Items in Short Supply.....	56
Field Office Replenishment During Fire Season	56
Field Office Replenishment Outside of Fire Season.....	56
Incident Replacement of NFES Items.....	56
Local Unit Incident Replacement: Type 3 and Type 4 Incidents	57
Incident to Incident Transfer of Equipment and Supplies	57
National Incident Radio Support Cache (NIRSC)	57
Radio Ordering.....	58
Frequency and Radio Demobilization	58
Incident Remote Automatic Weather Stations, (IRAWS-NFES 005869)	58
Smoke Monitoring Kit, (Kit – Smoke Monitor – E-Sampler, NFES 005840)	59
National Contract Mobile Food Services and National Contract Mobile Shower Facilities	59
National Contract Mobile Food Service Units.....	59

National Contract Mobile Shower Facilities Units	59
National Contract Mobile Food Services and Shower Facilities Mobilization	59
National Contract Mobile Food Services and Shower Facilities Reassignments	60
National Contract Mobile Food Services and Shower Facilities Demobilization	60
Engines and Water Tenders	60
Engine ICS Typing	60
Water Tender ICS Typing.....	61
Common Additional Needs for Engines and Tenders (Request As Needed)	61
Chapter 50 Aircraft	63
Aircraft Mobilization	63
Initial Attack Load	64
Aircraft Demobilization	64
Flight Management Procedures	64
National Flight Following Frequency (168.6500 MHz)	64
Types of flights:	65
Responsibilities	66
Automated Flight Following (AFF) Requirements and Procedures	67
Airtankers.....	68
Airtanker Use in Optional and Post Season Periods	69
Modular Airborne Firefighting Systems (MAFFS)	69
Water Scoopers	70
Single Engine Airtankers (SEATs).....	70
Lead Planes and Aerial Supervision Modules (ASM).....	71
Smokejumper Aircraft	71
Tactical and Reconnaissance Aircraft.....	72
Helicopters – Call-When-Needed (CWN)	72
Exclusive Use Contract Helicopters	73
Large Transport Aircraft	74
Airborne Thermal Infrared (IR) Fire Mapping	74
Infrared Aircraft	75
Capabilities and Limitations:	75
Temporary Flight Restrictions, FAR 91.137 (TFR)	76
Airspace Conflicts.....	76
FAA Temporary Control Tower Operations.....	76

Dedicated Radio Frequencies	76
FM, VHF, and UHF Frequencies:.....	77
AM Frequencies:.....	77
Chapter 60 Predictive Services	79
7-Day Significant Fire Potential Outlook	79
National Wildland Significant Fire Potential Outlook.....	79
Fuel and Fire Behavior Advisories	80
Incident Status Summary (ICS-209).....	81
Required Reporting of Wildland Fires.....	81
Interagency Situation Report	83
Incident Management Situation Report	84
Chapter 70 Fire Organization Directory	85
Fire Directory – Geographic Area Coordination Centers (GACCs).....	85
Fire Directory – National Interagency Coordination Center (NICC)	86
Fire Directory – Alaska Interagency Coordination Center (AICC).....	87
Fire Directory – Eastern Area Coordination Center (EACC).....	88
Fire Directory – Great Basin Coordination Center (GBCC)	89
Fire Directory – Northern California (ONCC)	90
Fire Directory – Northern Rockies Coordination Center (NRCC)	91
Fire Directory – Northwest Area Coordination Center (NWCC).....	92
Fire Directory – Rocky Mountain Area Coordination Center (RMCC)	93
Fire Directory – Southern Area Coordination Center (SACC).....	94
Fire Directory – Southern California Coordination Center (OSCC)	95
Fire Directory – Southwest Area Coordination Center (SWCC).....	96
Fire Directory – National Interagency Support Caches (NISC)	97
Fire Directory – Canada – Canadian Interagency Forest Fire Centre (CIFFC).....	98
Chapter 80 Forms	99
Resource Order Form.....	99
Mobile Food & Shower Service Request Form.....	101
Passenger and Cargo Manifest Form	102
Aircraft Flight Request/Schedule Form	104
Hazard Analysis and Dispatch/Aviation Manager Checklist.....	105
Infrared Aircraft Scanner Request Form.....	106
FAA Temporary Tower Request Form.....	107

Preparedness/Detail Request Form	108
Incident Status Summary (ICS-209) Form	109
Fuels and Fire Behavior Advisory Template	113
Wildland Fire Entrapment/Fatality Initial Report Form	114
Documentation of Length of Assignment Extension Requirements Form	116
Appendix: Acronym Guide	118
Index.....	121

CHAPTER 10

OBJECTIVES, POLICY, AND SCOPE OF OPERATION

Mission Statement

The principal mission of the National Interagency Coordination Center (NICC) at the National Interagency Fire Center (NIFC) is the cost effective and timely coordination of land management agency successful emergency response for wildland fire. As a partner in the National Response Framework (NRF) and as interagency cooperators, we will also meet the requirements of all-hazard incidents as directed by the NRF or Presidential and Secretarial direction. This is accomplished through planning, situation monitoring, and expediting resource orders between the Bureau of Indian Affairs (BIA) Areas, Bureau of Land Management (BLM) States, National Association of State Foresters (NASF), Fish and Wildlife Service (FWS) Regions, Forest Service (FS) Regions, National Park Service (NPS) Regions, National Weather Service (NWS) Regions, Federal Emergency Management Agency (FEMA) Regions through the United States Fire Administration (USFA) and other cooperating agencies.

The National Interagency Mobilization Guide identifies standard procedures that guide the operations of multi-agency logistical support activity throughout the coordination system. This Guide is intended to facilitate interagency dispatch coordination, ensuring the timeliest and cost effective incident support services available are provided. It is designed to accommodate amendments as needed and will be retained as current material until amended. Local Mobilization Guides should be used to supplement the National Interagency Mobilization Guide.

Total Mobility

Positioning and utilizing resources to meet existing and anticipated incident, preparedness, severity, and wildland and prescribed fire needs regardless of geographic location or agency affiliation.

Priorities

When competition for wildland fire resources occurs among Geographic Areas, the National Multi-Agency Coordination Group (NMAC) at NIFC will establish national priorities and confirm drawdown levels.

When requested, Geographic Areas will establish priorities for their incidents and wildland fires and report them to NICC.

The single overriding suppression priority is the protection of human life – both, that of our firefighters and of the public.

In setting national priorities and drawdown levels, the following criteria will be considered:

- Protecting communities and community infrastructure, other property and improvements, and natural and cultural resources.
- Maintaining initial action capability.
- Limiting costs without compromising safety.
- Meeting agency suppression objectives.
- Support to National Response Framework (NRF) tasking's.

Local and Geographic Area Drawdown Levels and National Ready Reserve

Drawdown is the predetermined number and type of fire suppression resources that are required to maintain viable initial attack (IA) capability at either the local or the geographic area.

Drawdown resources are considered unavailable outside the local or Geographic Area for which they have been identified. Drawdown is intended to ensure adequate fire suppression capability for local and/or Geographic Area managers, and enable sound planning and preparedness at all management levels.

Although drawdown resources are considered unavailable outside the local or geographic area for which they have been identified, they may still be reallocated by the Geographic Area or National Multi-Agency Coordinating Group (NMAC) to meet higher priority obligations.

Local drawdown is established by the local unit and/or the local MAC group and implemented by the local dispatch office. The local dispatch office will notify the Geographic Area Coordination Center (GACC) of local drawdown decisions and actions.

Geographic Area drawdown is established by the Geographic Area Multi-Agency Coordination Group (GMAC) and implemented by the GACC. The GACC will notify the local dispatch offices and the National Interagency Coordination Center (NICC) of Geographic Area drawdown decision and actions.

National Ready Reserve (NRR) is a means by which the NMAC identifies and readies specific categories, types and quantities of fire suppression resources in order to maintain overall national readiness during periods of actual or predicted national suppression resource scarcity.

NRR implementation responsibilities are as follows:

- NMAC establishes National Ready Reserve requirements by resource category, type and quantity.
- NICC implements NMAC intent by directing individual GACCs to place specific categories, types, and quantities of resources on National Ready Reserve.
- GACCs direct local dispatch centers and/or assigned IMTs to specifically identify resources to be placed on National Ready Reserve.
- NICC mobilizes National Ready Reserve resources through established ordering channels as necessary.

National Ready Reserve resources must meet the following requirements:

- May be currently assigned to ongoing incidents;
- Must be able to demobilize and be en route to the new assignment in less than 2 hours;
- Resources must have a minimum of 7 days left in 14 day rotation (extensions will not be factored in this calculation);
- May be assigned to incidents after being designated ready reserve, in coordination with NICC; and
- Designated ready reserve resources may be adjusted on a daily basis.

NMAC will adjust ready reserve requirements as needed. Furthermore, in order to maintain national surge capability, the NMAC may retain available resources within a Geographic Area, over and above the established Geographic Area drawdown level.

Scope of Operation

General

National Response Framework (NRF)

The National Response Framework (NRF) provides a comprehensive, national, all-hazards approach to domestic incident management across a spectrum of activities including prevention, protection, mitigation and recovery. The NRF identifies the Forest Service as the Primary and Coordinating agency for implementing the Emergency Support Function (ESF) #4, Firefighting with the scope of coordinating firefighting activities and providing personnel, equipment, and supplies in support of State, Tribal and local agencies involved in wildland, rural and urban firefighting operations. The NRF also identifies Department of Interior (DOI) as Primary Agency, along with United States Department of Agriculture (USDA), for implementing ESF #11, Agriculture and Natural Resources. The Forest Service and Department of Interior also have Support Agency responsibilities under all 15 Emergency Support Functions.

Activities will be accomplished utilizing established dispatch coordination concepts. The affected Geographic Area Coordination Center (GACC) will coordinate ordering points with Regional Response Coordination Centers (RRCC) and Joint Field Offices (JFO). As necessary, it will pass on to NICC at Boise, ID for national response and logistical support when Geographic Area resources are fully committed. In the event of national level shortages or unavailability, the National Response Coordination Centers (NRCC) through the ESF #4 Desk in Washington, DC will pursue resolution of such shortages. Requests that originate from the NRCC will be processed through the Virginia Interagency Coordination Center (VICC) in Roanoke, VA.

Situation and damage assessment information will be transmitted through established fire management intelligence channels.

In most cases, federal agencies, when requested to support the NRF, will provide base eight salaries for permanent employees. FEMA will reimburse overtime, travel, and per diem costs for all employees. Base eight salaries may be reimbursed for temporary, Administratively Determined, (AD) and State employees mobilized to assist.

Office of Foreign Disaster Assistance (OFDA)

Requests for support from foreign countries other than those countries with which the Departments of Agriculture and Interior have agreements (Canada and Mexico) and arrangements (Australia and New Zealand) will come to NIFC from the Forest Service International Programs' Disaster Assistance Support Program (DASP) through the U.S. Agency for International Development's Office of Foreign Disaster Assistance (OFDA). OFDA has the responsibility to coordinate the U.S. Government's response to international disasters. Refer to the International Emergency Assistance Response Process, Operating Plan for USDA Forest Service.

Mobilization/Demobilization

NICC will coordinate the movement of all resources across Geographic Area dispatch boundaries not covered by local operating plans or other direction found in this Guide. When it is reasonable to expect containment prior to the next operational period, dispatch centers at the local level should coordinate directly if the resources are used for initial attack on adjacent jurisdictions. If it becomes evident the incident will not be contained during the first operational period, resources mobilized will be ordered through established ordering channels.

Resource mobilization and reassignments between Northern California Operations and Southern California Operations do not require resource orders through NICC.

Units responding to NICC requests are responsible for ensuring the resources dispatched meet the criteria specified in this Guide and/or the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System Guide (PMS 310-1).

<https://www.nwcg.gov/publications/310-1>

Work/Rest, Length of Assignment, and Days Off

To maintain safe and productive incident activities, incident management personnel must appropriately manage work and rest periods, assignment duration and shift length for all incident personnel.

To assist in mitigating fatigue, days off are allowed during and after assignments. If necessary to reduce fatigue, the Type 1/2 Incident Commander (IC) or Agency Administrator (AA) (incident host or home unit) may provide time off supplementary to mandatory days off requirements.

For Type 3 – 5 incidents, paid days off should be the exception. However, if necessary, the Agency Administrator (incident host or home unit) may authorize day(s) off with pay.

The IC or AA authority to grant a day off with pay lies within 5 USC 6104, 5 CFR 610.301-306, and 56 CG Decision 393 (1977).

Work/Rest Guidelines

Work/Rest Guidelines should be met on all incidents. Plan for and ensure all personnel are provided a minimum 2:1 work/rest ratio (for every 2 hours of work or travel, provide 1 hour of sleep and/or rest).

Work shifts that exceed 16 hours and/or consecutive days that do not meet the 2:1 work/rest ratio should be the exception, and no work shift should exceed 24 hours. However, in situations where this occurs, for example, initial attack, incident management personnel will resume 2:1 work/rest ratio as quickly as possible.

The intent of the guidelines is to manage fatigue and provide flexibility for ICs and AAs managing initial attack, extended attack, and large fires. The guidelines are designed to ensure that for every 2 hours of work or travel, 1 hour of time off should be provided within a 24-hour period. It does not matter when the 24-hour period starts; all time recorded on the clock is counted as hours of work; time off the clock is counted as hours of rest, including meal breaks.

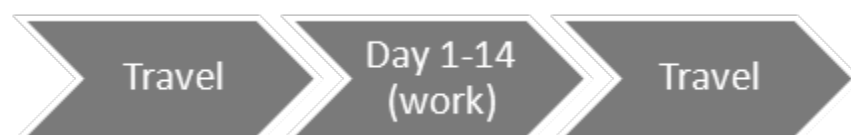
The IC or AA must justify work shifts that exceed 16 hours and those that do not meet 2:1 work/rest ratio. Justification will be documented in the daily incident records. Documentation shall include mitigation measures used to reduce fatigue.

The Work/Rest Guidelines do not apply to aircraft pilots assigned to an incident. Pilots must abide by applicable Federal Aviation Administration (FAA) guidelines, or agency policy if more restrictive.

Length of Assignment

Assignment Definition: An assignment is defined as the time period (days) between the first full operational period at the first incident or reporting location on the original resource order and commencement of return travel to the home unit.

Length of Assignment: Standard assignment length is 14 days, exclusive of travel from and to home unit.



Time spent in staging and preposition status counts toward the 14 day limit, regardless of pay status, for all personnel, including Incident Management Teams.

Days Off: After completion of a 14 day assignment and return to the home unit, two (2) mandatory days off will be provided (2 after 14) (State regulations may preclude authorizing this for State employees). Days off must occur on the calendar days immediately following the return travel in order to be charged to the incident (5 U.S.C. 6104, 5 CFR 610. 301-306, and 56 Comp. Gen. Decision 393 (1977)). If the next day(s) upon return from an incident is/are a regular work day(s), a paid day(s) off will be authorized.

Pay entitlement, including administrative leave, for a paid day(s) off cannot be authorized on the individual's regular day(s) off at their home unit. Agencies will apply holiday pay regulations, as appropriate. A paid day off is recorded on home unit time records according to agency requirements.

Casuals (ADs) and contract resources are not entitled to paid day(s) off upon release from the incident or at their point of hire.

Home unit Agency Administrators may authorize additional day(s) off with compensation to further mitigate fatigue. If authorized, home unit program funds will be used.

All length of assignment rules apply to aviation resources, including aircraft pilots (notwithstanding the FAA and agency day off regulations).

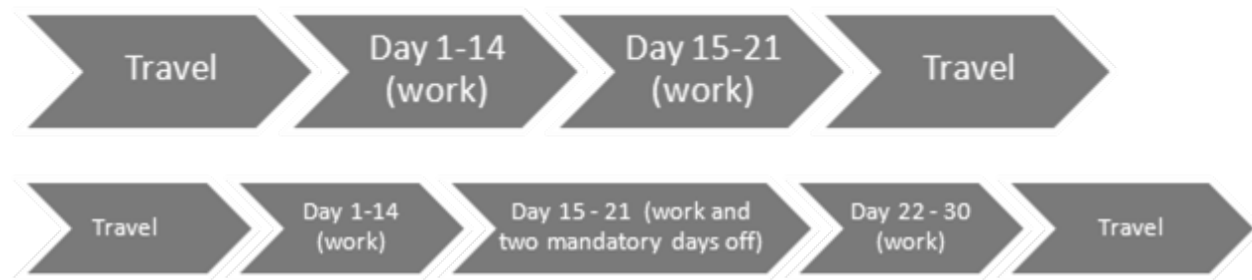
Assignment Extension

Prior to assigning incident personnel to back-to-back assignments, their health, readiness, and capability must be considered. The health and safety of incident personnel and resources will not be compromised under any circumstances. Personnel should anticipate the possibility of an extension when taking an assignment to Alaska.

Assignments may be extended when:

- Life and property are imminently threatened,
- Suppression objectives are close to being met, or
- Replacement resources are unavailable or have not yet arrived.

Upon completion of the standard 14 day assignment, an extension of up to an additional 14 days may be allowed (for a total of up to 30 days, inclusive of mandatory days off and exclusive of travel).



Contracts, Incident Blanket Purchase Agreements (I-BPAs) and Emergency Equipment Rental Agreements (EERAs) should be reviewed for appropriate pay requirements and length of assignment. If the contract, I-BPA or EERAs do not address this, the Incident Finance/Administration Section Chief or the procurement official should be consulted as to whether compensation for a day off is appropriate.

Single Resource/Kind Extensions

The Section Chief or Incident Commander will identify the need for assignment extension and will obtain the affected resource's concurrence. The Section Chief and affected resource will acquire and document the home unit supervisor's approval.

The Incident Commander approves the extension. If a convened Geographic or National Multi-Agency Coordinating Group (GMAC/NMAC) directs, the Incident Commander approves only after GMAC/NMAC concurrence.

If the potential exists for reassignment to another incident during the extension, the home unit supervisor and affected resource will be advised and must concur prior to reassignment.

Incident Management Team Extensions

IMT extensions are to be negotiated between the Agency Administrator, the Incident Commander and the sending and hosting GACC/GMAC. NMAC approval is required for Type 1 IMTs and Area Commands.

NMAC, at any time, can request a geographic area to utilize an out of geographic area IMT (planned replacement need), in order to maintain currency for an IMT that has not had an assignment.

The Assignment Extension Form can be found in Chapter 80.

Incident Operations Driving

These standards address driving by personnel actively engaged in wildland fire or all-hazard response activities, including driving while assigned to a specific incident or during initial attack fire response (includes time required to control the fire and travel to a rest location). In the absence of more restrictive agency policy, these guidelines will be followed during mobilization and demobilization as well. Individual agency driving policies shall be consulted for all other non-incident driving.

- Agency resources assigned to an incident or engaged in initial attack fire response will adhere to the current agency work/rest policy for determining length of duty day.

- No driver will drive more than 10 hours (behind the wheel) within any duty day.
- Multiple drivers in a single vehicle may drive up to the duty day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.

A driver shall drive only if they have had at least 8 consecutive hours off duty before beginning a shift.

Exception to the minimum off-duty hour requirement is allowed when essential to:

- Accomplish immediate and critical suppression objectives, or
- Address immediate and critical firefighter or public safety issues.
- As stated in the current agency work/rest policy, documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16 hour work shifts. This is required regardless of whether the driver was still compliant with the 10-hour individual (behind the wheel) driving time limitations.

Initial Attack Definition

Initial Attack (IA) is a preplanned response to a wildfire, given the wildfire's potential. Initial attack may include size up, patrolling, monitoring, holding action, or suppression.

Dispatch centers are to inform all resources of the name of the assigned Incident Commander and all other pertinent information. All changes in Incident Command leadership will be announced to assigned and incoming resources during initial and extended attack incidents. This information should also be relayed to Fire Management staff.

Initial attack involving the commitment of resources across recognized dispatch boundaries must comply with the following guidelines:

- Resources dispatched are identified in formalized Agreements, Operating Plans, or Memoranda of Understanding and are located on/or adjacent to mutual jurisdictional wildland fire management boundaries.
- At the time it becomes evident the incident will not be contained during the first operational period, resources involved will be formally ordered through established ordering channels.

Resource Mobilization

To ensure safe and efficient mobilization of resources to incidents, resources are requested and mobilized using the Resource Ordering and Status System (ROSS). Standard interagency mobilization processes are identified within the Interagency Standards for the ROSS Operations Guide (ISROG) located at the following website:

<https://www.nifc.gov/nicc/logistics/references/ISROG.pdf>

NICC will not process requests for resources “after the fact.” i.e., requests for resources that have mobilized to an incident prior to receiving a resource order request.

NICC will not process requests for Task Forces. In order to facilitate a timely, cost effective response to wildland fire incidents, Task Forces may be configured and mobilized locally, however requests for Task Force components will be placed as individual single resource requests through established ordering channels.

The Mobile Food & Shower Service Request Form, the Aircraft Flight Request/Schedule Form, the Infrared Aircraft Scanner Request Form, and the Preparedness/Detail Request Form are the approved forms (see Chapter 80) that, when associated with a ROSS request, satisfy documentation required of resource mobilization. Responsible agency management fiscal codes must be included on each approved form.

Prior to incident mobilization, all resources will be requested, by a standard resource categorization and identified with a unique request number through established dispatch channels.

- The standard categorization system is:
A= Aircraft
O= Overhead
C= Crews
E= Equipment
S= Supplies
- A two letter (alpha) identifier for the state in which the responsible agency is located, followed by a three or four character (alpha and/or numeric) for the responsible agency, and a unique order or incident number containing a maximum of six (6) characters (alpha and/or numeric) will make up the incident/project order number.
- Resources assigned to incidents will be identified by a two (2) letter (alpha) identifier for the State in which the resource is based, followed by a three (3) or four (4) character (alpha and/or numeric) for the sending agency. See <https://wfmi.nifc.gov/cgi/UnitId.cgi> for a complete list.

Compacts

In the United States, the Weeks Law of 1911 authorized states to enter into compacts for the protection of forests and watersheds. Today there are eight Forest Fire Compacts in the United States and Canada representing almost all US states and Canadian provinces/territories. Recognition of the need for consistency and continuity has led to the development of the Alliance of Forest Fire Compacts. The Alliance includes all eight forest fire compacts in the U.S. and Canada. More information is located at <http://affcompacts.org>.

The purpose of forest fire compacts is to facilitate the sharing and coordination of resources, information, prevention efforts, training, fire management knowledge, and lessons learned. The exchange of resources between compacts is intended to be for states, provinces and territories using established procedures utilizing agency specific standards and terms. State and Federal agencies use the national interagency mobilization system as authorized in master cooperative wildland fire agreements. Forest fire compact orders are often processed in the national interagency mobilization system under the authorities of the forest fire compacts. Resources shared under compact authorities remain under compact control for the duration of their assignment and are separate from national interagency mobilizations. The two systems sometimes overlap, and understanding compact mobilizations is an important part of dispatching.

Wildland Fire Entrapment/Fatality

Entrapment: A situation where personnel are unexpectedly caught in a fire behavior-related, life-threatening position, where planned escape routes or safety zones are absent, inadequate, or have been compromised. An entrapment may or may not include deployment of a fire shelter for its intended purpose. This situation may or may not result in injury. They include “near misses.”

In the event that a wildland fire entrapment or fatality occurs, it should be reported immediately to NICC. A Wildland Fire Entrapment/Fatality Initial Report should be completed and mailed to NICC electronically or by fax machine within twenty-four (24) hours. Submit this report even if some data is missing. The form is located at the following web site:

https://www.nifc.gov/nicc/logistics/coord_forms.htm. Subsequent to the Initial Report, the investigation and review shall be conducted following agency specific policies and NWCG Guidelines.

National Resources

National Resources are those which have national utilization, high demand, limited availability, and unique status reporting requirements identified by NICC. They are:

- Type 1 Interagency Management Team (Type 1 & NIMO)
- National Area Command Team
- National Buying Team
- Type 1 Interagency Hotshot Crew
- Smokejumper
- Large and Very Large Airtankers
- National Aerial Supervision Modules and Lead Planes
- Modular Airborne Firefighting System
- National Contract Type 1 and Type 2 Helicopter
- Smokejumper Aircraft
- National Infrared Aircraft
- Large Transport Aircraft
- National Incident Radio Support Cache (NIRSC)
- National Contract Mobile Food Services Unit
- National Interagency Support Cache (NISC) System
- NFES Managed Items
- Incident Remote Automatic Weather Station
- National Contract Mobile Shower Facilities

Notification of Commitment of National Resources

When requested, GACCs will notify NICC and adjoining GACCs of the commitment of National Resources within their Area. Notification of national resource commitment will be obtained via ROSS notification and/or via phone call within fifteen (15) minutes of commitment when National Resources:

- Are committed internally to an incident or are no longer available for dispatch,
- Are available again, or
- Have location changes.

Unable to Fill (UTF) Procedure

A 48 hour “Unable to Fill” (UTF) policy exists nationally. NICC will return requests to the ordering GACC with a “UTF” no more than 48 hours after receipt, unless notified the order can be filled. NICC will not accept or process any request previously UTF’d unless a new request number is assigned.

Standard Cubes, Weight, and Gear Policy for all Personnel

All personnel dispatched off their unit must conform to the following limitations:

- One frameless, soft pack, not to exceed 45 pounds.
- Web gear or briefcase (not both), not to exceed 20 pounds.
- Maximum allowable crew weight, including equipment, is 5,300 pounds.
- All personnel baggage weights must be displayed separately from individual weights on flight manifests.
- Pre-identified Type 1 Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.
- Excluding Smokejumpers, Rappellers, and Helicopter Managers.

Wildland Fire Weather Forecasts

Geographic Area Coordinating Groups will provide direction and guidance, which will ensure wildland fire weather forecasts are communicated in a timely manner to firefighters on all wildland fires.

Cost Coding**Interagency Fire and Severity Activities**

The five (5) Federal agencies with Wildland Fire Management funds (BLM, BIA, NPS, FWS, and USFS) have an Interagency Agreement for Wildfire Management which provides a basis for cooperation on all aspects of wildfire activities. Included in this agreement is the direction to NOT bill for services rendered for emergency fire suppression, including severity activities.

Regardless of benefitting jurisdiction, Geographic Area Coordination Centers can preposition resources using their assigned support FireCode in advance of predicted significant wildland fire potential; to meet ongoing fire activity needs when the resource assignment is not yet known; or for resources supporting multiple incidents.

For Severity, the BLM, FWS, NPS and BIA will use a four digit interagency FireCode to track and compile costs for all severity activities; the ordering office must include the word “severity” within the resource order incident name. These DOI agencies will use FireCode D0YY when supporting FS severity activities. Information on the interagency FireCode can be found at https://www.firecode.gov/help/User_Guide.pdf

FS severity support to DOI will use the following codes by DOI Bureau.

- S70001 1502 – FS resource used on BIA severity orders
- S70002 1502 – FS resource used on BLM severity orders
- S70003 1502 – FS resource used on FWS severity orders
- S70004 1502 – FS resource used on NPS severity orders

All wildfire suppression orders are to have a four (4) digit interagency FireCode assigned by the ordering office. Interagency dispatch procedures have been established to incorporate assigning one FireCode per incident for use by all federal wildland fire agencies.

Orders processed through NICC must have at least one of the following federal agency cost codes assigned by the ordering office. Financial codes should be consistent with the Incident Type.

Bureau of Land Management (BLM)

The BLM wildland fire management cost coding is divided into thirteen (13) activities:

• Wildland Fire Preparedness	LF1000000
• Suppression Operations	LF2000000
• Severity	LF2100000
• Emergency Stabilization	LF2200000
• Fuels Management:	LF3100000
• Burned Area Rehab	LF3200000
• Fire Facilities	LF3300000
• Joint Fire Science Program	LF3400000
• State Assist Suppression	LF5610000
• State Assist Preparedness	LF5710000
• Fire Reimbursable	LF6900000
• All Risk Reimbursable	LF6910000
• Fire Trespass	L53200000

Except for Wildland Fire Preparedness and State Assist Preparedness, a project number is required regardless of the activity code being used. The standard fund coding guidelines used for suppression, rehabilitation, and fuels activities apply. Also, note that the standard severity coding procedure of converting from the severity number to a fire number applies when dispatched to a specific fire. All fire severity numbers have been assigned under program LF2100000.HT0000.

Bureau of Indian Affairs (BIA)

The BIA wildland fire management funding is divided into six (6) activities and various sub-activities:

Wildland Fire Preparedness

FBMS Functional Area

• Preparedness	AF1002020.999900
• Interagency Fair Share	AF1003030.999900
• National Programs	AF1004040.999900
• FireBert	AF1005050.999900
• Self-Governance	AF1002900.999900
• Aviation	AF1002A00.999900
• Wildland Fire Prevention	AF1002T00.999900
• Interagency Hotshot Crews	AF1002U00.999900
• Fire Ready Reserve	AF1002V00.999900

Emergency Suppression

- Suppression AF2001010.999900
- Severity AF2105050.999900
- Emergency Stabilization AF2202020.999900

Construction & Deferred Maintenance

- Construction & Deferred Maintenance AF3304000.999900
- Self-Governance AF3302G00.999900

Burned Area Rehabilitation

- Burned Area Rehabilitation AF3202B00.999900

Fuels Management

- Fuels Management AF3102H00.999900
- Reserved Treaty Rights AF3103131.999900
- Resilient Landscapes AF3103636.999900

Reimbursable-Wildland Fire Management

- Preparedness AF6901000.999900
- Emergency Operations AF6902000.999900
- Burned Area Emergency Rehabilitation AF6903000.999900
- Fuels Management AF6904000.999900
- All Risk Assistance AF6910000.999900
- Proceeds of Sale of Surplus Property/Equipment AF6906000.999900
- Proceeds of Sales of Surplus Property/Vehicles AF690700.999900
- Collections – Preparedness AF6908000.999900
- Collections – Suppression AF6909000.999900

The Wildland Fire Management branch employs the Work Breakdown Structure (WBS) and Fire Codes (Prescribed by the Department and Congressional mandate) to facilitate funding programs. This will be accomplished through the use of FBMS accounting codes, including the following elements: Fund Code, Cost Center, Functional Area, Budget Object Class-Commitment Item and WBS. A BIA example of a Suppression, fire code, should look like: 18XA1125TR AAK4004401 AF2001010.999900 261A00 WBS AF.SPFAX60000.00000. The WBS code will be on all obligation and expenditure documents. WBS codes must be established by the BIA-NIFC Budget Office or the Central Office. This will ensure all costs are tracked by the projects or missions.

Four digit FireCode numbers are generated by the FireCode System, used by USDA and DOI. These FireCodes are entered into the FBMS system, and used as appropriate. Severity FireCodes must be approved by the BIA Fire Operations Director. Preparedness, Burned Area Rehabilitation, Fuels Management and Construction and Reimbursable cost codes require funding transactions documents (FBMS Entry Document) to be approved.

National Park Service (NPS)

The NPS wildland fire management cost coding is as follows:

Wildland Fire Preparedness

- PF100PP85.Y00000 Program Management
- PF100PP85.WR0000 Readiness
- PF100PP85.MF0000 Preparedness Fleet Maintenance
- PF100PP85.EF0000 Research
- PF100PP85.YP0000 Plan/Compliance
- PF100PP85.S00000 Provide Community Assistance
- PF100PP85.WW0000 Respond to Wildfires
- PF100PP85.P00000 Preventative Maintenance
- PF100PP85.M00000 Corrective Maintenance

Fire Facilities Construction & Maintenance

- PF330FF85.M00000 Fire Facility Corrective Maintenance
- PF330FF85.CN0000 Fire Facility Construction

Suppression Operations

- PF200SP85.WW0000 Respond to Wildfires
- PF210SV85.WV0000 Severity
- PF210SV85.WU0000 Step-Up
- PF220ES85.RM0000 Wildfire Burned Area Response

Burned Area Rehabilitation

- PF320BR85.RM0000 Wildfire Burned Area Response
- PF320BR85.Y00000 Program Management
- PF320BR85.AM0000 Monitor Treatment

Hazardous Fuels Reduction – Non-WUI

- PF310HF85.Y00000 Program Management
- PF310HF85.WP0000 Implement Prescribed Fire
- PF310HF85.YP0000 Plan/Compliance
- PF310HF85.AM0000 Monitor Treatment
- PF310HF85.WM0000 Implement Mechanical Treatments
- PF310HF85.WC0000 Implement Other Treatments
- PF310HF85.MF0000 Non-WUI Fleet Maintenance
- PF310HF85.EF0000 Research

Hazardous Fuels Reduction – WUI

- PF310WF85.Y00000 Program Management
- PF310WF85.WP0000 Implement Prescribed Fire
- PF310WF85.YP0000 Plan/Compliance
- PF310WF85.AM0000 Monitor Treatment
- PF310WF85.WM0000 Implement Mechanical Treatments
- PF310WF85.WC0000 Implement Other Treatments
- PF310WF85.EF0000 Research

State Assistance

- | | |
|--------------------|--|
| • PF46060C8.W00000 | State Assistance Collect Operations |
| • PF47070C8.W00000 | State Assistance Collect Preparedness |
| • PF56161C8.W00000 | State Assistance Expenditures Operations |
| • PF57171C8.W00000 | State Assistance Expenditures Preparedness |

The interagency FireCode will be used by the National Park Service for tracking and compiling costs for wildland fire suppression, severity (including step-up), emergency stabilization and burned area rehabilitation activities.

Fish and Wildlife Service (FWS)

The FWS wildland fire management cost coding is provided below:

- | | |
|---------------------------------------|------------------|
| • Wildland fire Preparedness | FF.F10000##ZZZZ0 |
| • Suppression Operations | FF.F20000##ZZZZ0 |
| • Severity | FF.F21000##ZZZZ0 |
| • Emergency Stabilization | FF.F22000##ZZZZ0 |
| • Burned Area Rehabilitation | FF.F32000##ZZZZ0 |
| • Hazardous Fuels Reduction (Non-WUI) | FF.F31000##NZZZZ |
| • Hazardous Fuels Reduction (WUI) | FF.F31000##WZZZZ |

= FWS Region number (01-09)

ZZZZ = project assigned code/FireCode

All cost codes require a ten-digit cost center, then a fifteen-digit Work Break down Structure (WBS), which includes the interagency FireCode or project number. The interagency FireCode will be used with the appropriate account as stated in the FWS Fire Business Guide. All fire operations activities require a project number.

The interagency FireCode will be used by the Fish and Wildlife Service for tracking and compiling costs for wildland fire suppression, severity, and subsequent rehabilitation activities.

Forest Service (FS)

The interagency FireCode Program will be used to generate a four (4) character code that will be used to track and compile costs.

- “P” codes represent wildland fires.
- “S” codes represent severity requests. Each Region/Forest will have one S-code for Regional Office approved severity. Regional severity codes will be established in the format: S#1111. Region/Unit overrides will be used.

“F” codes indicate FEMA supported incidents. An “F” code will be assigned by the Forest Service Regional Office that is within the affected FEMA Region. Individual resources ordered to a FEMA incident will charge to the appropriate “F” code. Units providing support to a FEMA incident will charge to the “F” code in accordance with the FS annual incident job code guidance. Under the National Response Framework (NRF), overtime, travel, and per diem are reimbursable. Base salary of all employees on assignment to a FEMA incident will be charged to the appropriate “F” code and paid from the Emergency Operations (WFSU) account.

National Fire Preparedness Plan

National Preparedness Levels are established by the NMAC at NIFC throughout the calendar year. Preparedness Levels are dictated by burning conditions, fire activity, and resource availability. Resource availability is the area of most concern. Situations and activities described within the Preparedness Levels consider wildland fires and prescribed fires. At preparedness levels 4 or 5, prescribed fire application can be continued or be initiated if the proposed action is approved by an agency at the Regional or State Office level. This approval must be based on an assessment of risk, impacts of the proposed actions on Area resources and activities. At any preparedness level, NMAC may request that proposed new prescribed fire (Rx) applications be curtailed to meet national resource needs for emergency operations. Reference specific agency guidance for further information.

Why Preparedness Levels are Established

The purpose of established Preparedness Levels is:

- To identify the level of wildland fire activity, severity, and resource commitment nationally.
- To identify actions to be taken by NIFC and Geographic Areas to ensure an appropriate level of preparedness/readiness for the existing and potential situation.
- To guide and direct Geographic Area Fire Management activities when essential to ensure national preparedness or in response to the National situation.

The NICC Coordinator will monitor the national wildland fire activity and Geographic Area Preparedness Levels and will recommend to the NMAC a National Preparedness Level. Response and support to non-fire incidents requiring a significant commitment of resources may also affect National Preparedness Levels. National Preparedness Levels will be responsive to the Homeland Security Advisory System.

National Preparedness Levels are determined from the ground up and may influence resource allocations within Geographic Areas not experiencing significant activity to ensure sufficient resources are available for the national situation.

Geographic Area Preparedness Levels

Geographic Area Preparedness Plans should be prepared in accordance with Agency Directives. Copies of Geographic Area Plans should be forwarded to NICC.

Preparedness Level Descriptions

Preparedness Level 1

Descriptor

Geographic Areas (GAs) accomplish incident management objectives utilizing local resources with little or no national support. There is little risk of drawing down capability in any Geographic Area to support incident operations.

- Conditions are not favorable to support significant wildland fire activity in most geographic areas.
- Resource capability is adequate with little or no mobilization of resources occurring through the National Interagency Coordination Center.
- Potential for emerging significant wildland fires is expected to remain minimal.

Preparedness Level 2Descriptor

Active Geographic Areas are unable to independently accomplish incident management objectives. Resource capability remains stable enough nationally to sustain incident operations and meet objectives in active GAs. There is a low to moderate probability that drawing down resources from non-active GAs may pose a risk should existing conditions change.

- Significant wildland fire activity is increasing in a few geographic areas.
- Resources within most geographic areas are adequate to manage the current situation, with light to moderate mobilization of resources occurring through the National Interagency Coordination Center.
- Potential for emerging significant wildland fires is normal to below normal for the time of year.

Preparedness Level 3Descriptor

Mobilization of resources nationally is required to sustain incident management operations in the active Geographic Areas. National priorities established as a necessary measure to address the heavy and persistent demand for shared resources among active GAs. There is a moderate to high probability that drawing down resources from non-active GAs may pose a risk should existing conditions change.

- Significant wildland fire activity is occurring in multiple GAs, with Incident Management Teams (IMTs) actively engaged.
- Mobilization of resources through the National Interagency Coordination Center is moderate to heavy.

Potential for emerging significant wildland fires is normal for the time of year.

Preparedness Level 4Descriptor

Shared resources are heavily committed. National mobilization trends affect all Geographic Areas and regularly occur over larger and larger distances. National priorities govern resources of all types. Heavy demand on inactive/low activity GAs with low levels of activity for available resources.

- Significant wildland fire activity is occurring in multiple geographic areas; significant commitment of Incident Management Teams.
- NICC increasingly engages GACCs in an effort to coordinate and fill orders for available resources.
- Potential for significant incidents emerging in multiple GAs indicates that resource demands will continue or increase.

Preparedness Level 5

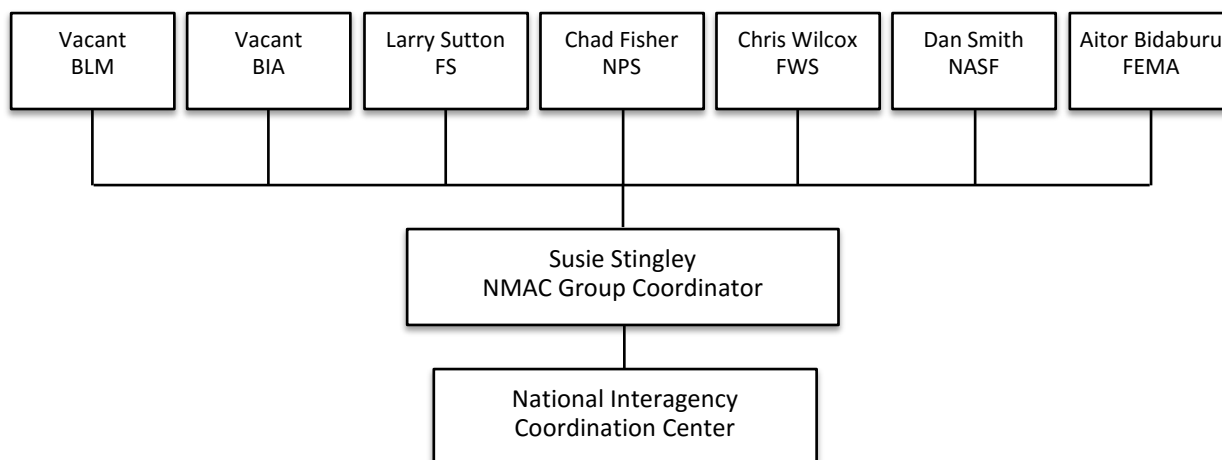
Descriptor

National mobilization is heavily committed and measures need to be taken to support GAs. Active GAs must take emergency measures to sustain incident operations. Inactive/low activity GAs are reaching drawdown levels.

- Full commitment of national resources is ongoing.
- Resource orders filled at NICC by specifically coordinating requests with GACCs as resources become available.
- Potential for emerging significant wildland fires is high and expected to remain high in multiple geographic areas.

National Multi-Agency Coordinating Group (NMAC) Organization

During National Preparedness Levels 4 and 5, the National Multi-Agency Coordinating Group (NMAC) is activated and daily briefings are conducted. Through intergovernmental coordination, provides national wildland fire operations direction, prioritization, allocation and oversight.



NIFC Directors' Delegations

The FS, BLM, BIA, NPS, FWS, NASF, and FEMA Directors at NIFC have written delegated authority from their respective agency heads to:

- Represent their agency on all matters related to wildland fire operations. This includes membership on the NMAC, determining national priorities, and allocating/reallocating incident resources.

Multi-Agency Coordinating Groups (MAC) Organization

Multi-Agency Coordinating Groups (MAC) at the National and Geographic Area level should be activated in accordance with needs found in the National or Geographic Area Mobilization Guides. As the number and complexity of wildland fires increase, involvement and/or impact on agencies increase, and competition for resources increase, it becomes necessary to expand the normal coordination system to ensure efficient use of critical and National Resources. There may be a need for Geographic Areas to activate their MAC Groups when the National Preparedness Level is at 5, enabling Geographic Area response to requests and direction from the NMAC.

NMAC Roles/Responsibilities:

- Establishes national priorities among the Geographic Areas (GAs).
- Directs, allocates or reallocates resources among or between GAs to meet national priorities.
- Attempts to anticipate and identify future national fire management resource requirements (prepositioning).
- Provides oversight of general business practices between NMAC and the Geographic Multi-Agency Coordination (GMAC) groups.
- Distributes and archives NMAC:
 - Decisions
 - Direction
 - Best management practices
- Provides an NMAC member as the media spokesperson assisting NIFC External Affairs for issues of national importance (as requested).
- Serves as liaison to a specified Geographic Areas
- Determines National Preparedness Levels (PLs).
- Determines national fire resource availability to support non-fire/all hazard operations (Reference Support to the National Response Framework).
- Determines activation, coordination and involvement of military and international resources:
 - MAFFs, military ground support, etc.
 - Assistance from New Zealand, Australia, Canada, Mexico, etc.
- Manages Area Command teams.
- Provides liaison and oversight to the Area Command/Incident Command Group.
- Manages Type I incident management team rotations, monitors work/rest cycles, and may modify national rotations.

NMAC members are responsible for dissemination of written correspondence to their respective agencies.

NMAC correspondence documents will be added to the NIFC NMAC web site:

<https://www.nifc.gov/nicc/administrative/nmac/index.html>

Responsibilities of GMACs

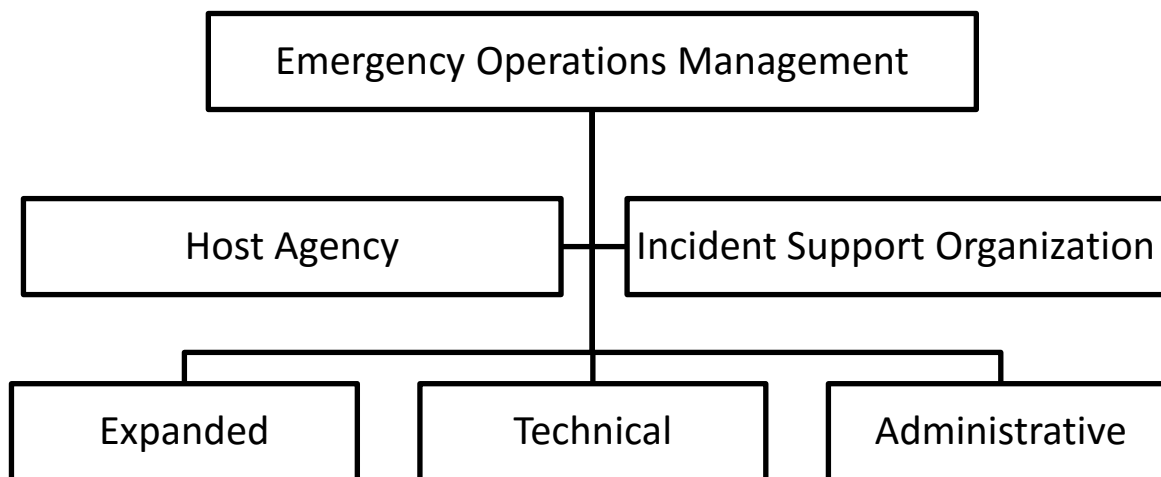
- Determine and set Geographic Area priorities.
- Acquire, allocate, and reallocate resources.
- Issue coordinated Situation Assessment Statements.

Incident Support Organization (ISO)

Agency Administrators are responsible for emergency operations. They provide general guidance and interact with the MAC Group. Typically, some or all of their responsibilities are delegated to personnel who can devote more complete attention to the situation. Often, the unit Fire Management Officer (FMO) has responsibility for the Incident Support Organization (ISO) and as a representative on the local MAC Group. Routine initial attack and other dispatch functions continue, but are separated from the ISO. Each office shall maintain a Dispatch Operating Plan, which will include authorities, roles, and responsibilities for Expanded Dispatch personnel, procedures for routine and emergency operations, the resource order process, job aids, and references for the integration of Buying Teams and sources of supply.

The ISO works to provide logistical support to the host agency and the incident(s). The ISO is implemented to address the increased business volume and to supplement established organizations. Staffing positions in an ISO are to be based on need rather than a preconceived organizational chart.

The ISO reports to the Agency Administrator and is composed of functional branches: Expanded Dispatch, Technical Support, and Administrative Support. The functional branches coordinate and cooperate to support the host agency and the incident(s).

INCIDENT SUPPORT ORGANIZATION (ISO)

Expanded Dispatch Organization

The Expanded Dispatch function of the ISO relieves the host agency's dispatch unit by focusing exclusively on the large or complex incident(s).

Expanded Dispatch Functional Areas

- Overhead
- Crews
- Aircraft, Logistical
- Equipment
- Supplies

The volume of orders and complexity of the incident(s) determines staffing levels and the degree of expertise required of the Expanded Dispatch organization. In less complex situations, one (1) dispatcher can handle more than one (1) functional area. Additional personnel may also work within the Expanded Dispatch, such as data entry.

The Expanded Dispatch Supervisory Dispatcher is a facilitator accomplishing the direction provided by the Center Manager or Fire Management Officer, who has delegated authority from the Agency Administrator. Facilitation is accomplished by adequately staffing and supervising the operations of the Expanded Dispatch organization, maintaining positive and effective liaison with the host agency and incident management team(s), and assisting in clarifying the roles and responsibilities for the ISO and the host agency dispatch unit as needed. The individual filling this position must be a qualified Expanded Dispatch Supervisory Dispatcher and capable of performing all functions within the Expanded Dispatch organization.

An Expanded Dispatch Coordinator is normally assigned in the most complex situations; ones where there are considerable external influences affecting the ISO, a local MAC Group is in place, or where span of control within the ISO and/or Expanded Dispatch becomes an issue.

Technical Support

The Technical Support function of the ISO provides specialized skills, which assist off-incident support operations. These can vary from situation to situation. Common Technical Support functions are: telecommunications, caching of supplies, transportation services, equipment inspection, Aviation ramp services, Mobilization or Demobilization Center management, and security. In many situations, full-time staffing of these support skills is unnecessary. If the situation requires more attention, it may become a full-time responsibility for the duration of the incident(s).

Administrative Support

The Administrative Support function of the ISO provides administrative services for the host agency, ISO, and incident(s). These can vary from situation to situation. Common Administrative Support functions are: equipment, personnel timekeeping services, procurement services such as a Buying Team, hiring of local ADs or casual employees, follow-up on local compensation and claims actions, providing fiscal advice, and vendor payments.

An Incident Business Advisor (IBA1 or 2) may be ordered by the Agency Administrator to assist with incident business.

MAC Group Coordinator

The MAC Group Coordinator should only be assigned when a MAC Group is activated. The MAC Group Coordinator serves as a facilitator to multi-agency decision making. The position provides expertise in obtaining and summarizing multi-agency information to affect collective decisions at the MAC Group level and implementing agencies' priorities.

Responsibilities:

- Ensures MAC Group decisions are communicated and implemented through established dispatch ordering channels.
- Arranges for and manages facilities and equipment necessary to support the MAC Group function.
- Facilitates the MAC Group decision process by ensuring the analysis and display of information that will assist the MAC Group or their representatives in keeping abreast of the total situation. Provides the data necessary for astute priority setting, allocation of resources, and other collective decisions.

Complexity

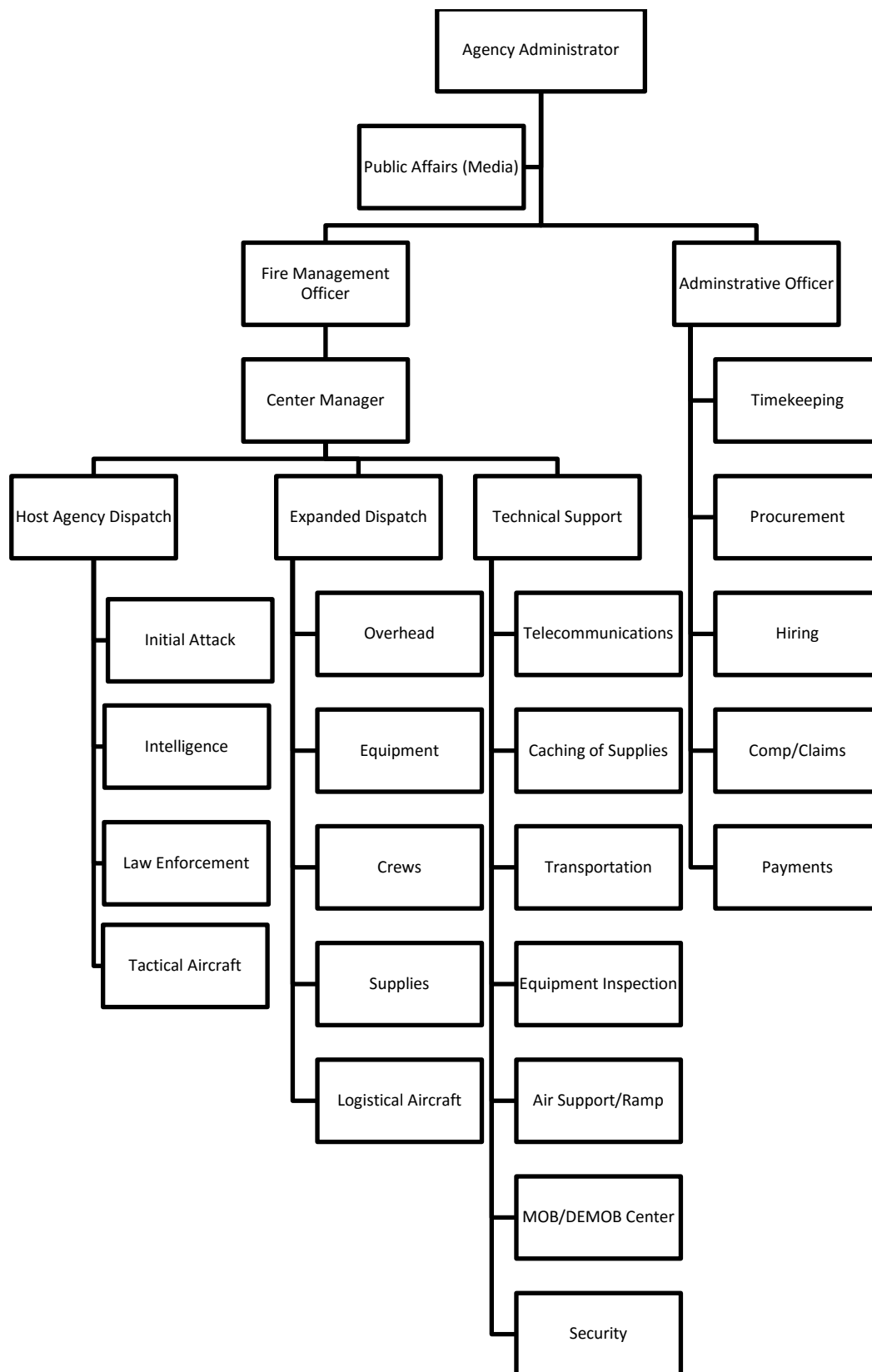
An increase in complexity usually requires more involvement with management. Examples of complex situations are: multiple problem fires, multiple agency involvement, or when competition for resources is high. MAC Groups may be activated in the most complex situations or directed by a Preparedness Level. They provide direction to off-incident coordination and support. Basic actions of a MAC Group are priority setting, allocating resources, and issuing coordinated situation assessments to the media. MAC Groups occur at all levels of the organization.

Communications to and from the incident(s) are accomplished through the host agency's dispatch unit, using established dispatch channels. This includes ICS-209s, supplemental intelligence worksheets, situation assessments, analysis, prognosis, and fire behavior/weather information. Agency Administrator will communicate policy and specific directions directly to the Incident Commander(s) and Public Affairs will contact the Incident Information Officer(s) for media information and/or news releases. Redundant contacts are to be avoided.

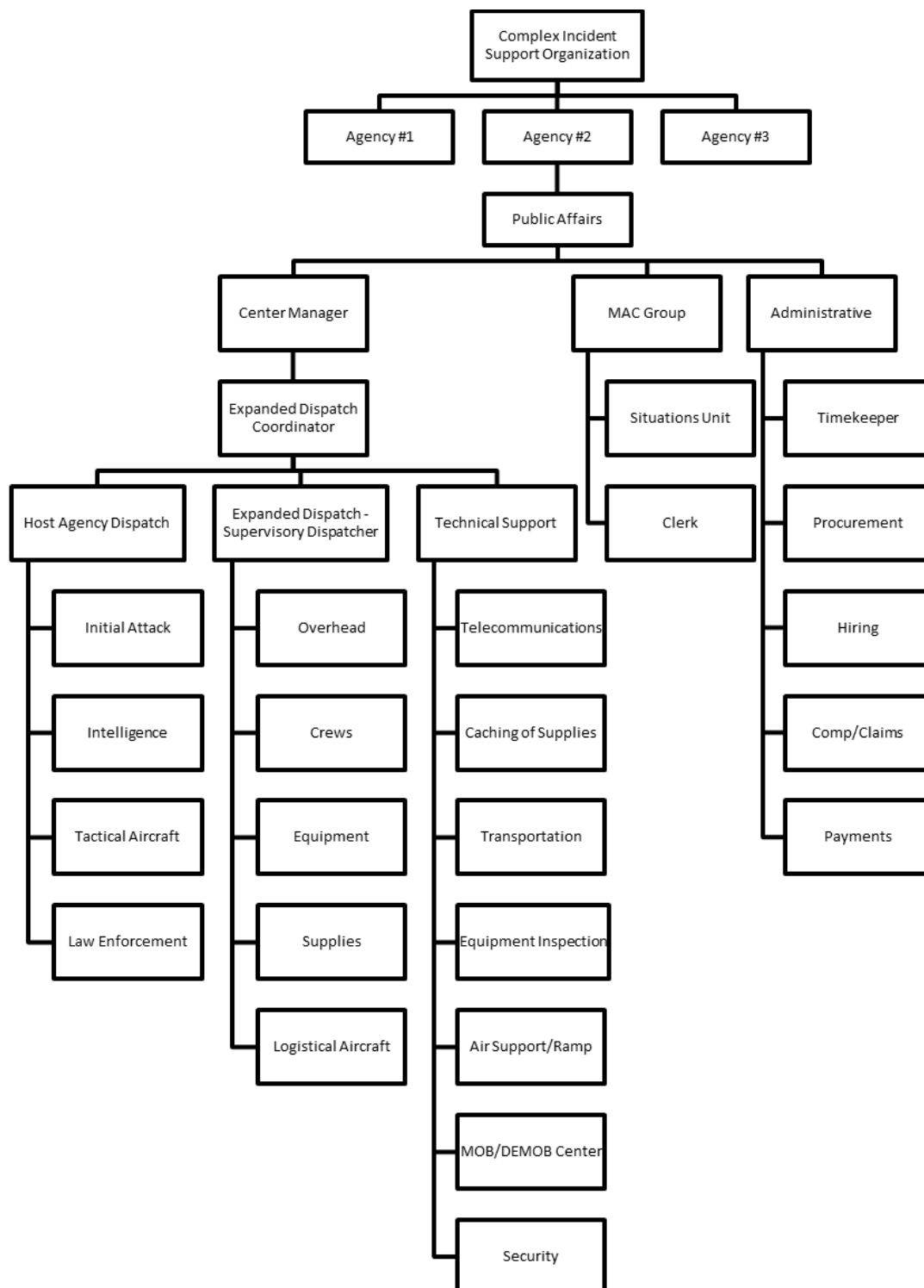
Example Organizations

ISOs are implemented to address the increased business volume and to supplement established organizations. Staff positions in an ISO are to be based on need rather than a preconceived organizational chart. (See ISO Organizations on the following pages.)

Incident Support Organization (ISO), Example



Incident Support Organization (ISO), Example – Complex Incident



Mobilization Procedures for Military Assets

It is advisable that units and field level users intending to order and utilize military resources obtain copies of the Military Use Handbook, located at the following web site:

https://www.predictiveservices.nifc.gov/intelligence/military/Military_Use_Handbook_2006_2.pdf. The short term use of trained DOD assets should be considered until civilian or wildland fire agency resources become available to replace DOD assets. For long term use/assignments, the following process will be followed:

Established Resource Ordering Process

The established resource ordering process will be utilized, including standard resource order format.

- NICC will determine if all available civilian resources are committed.
- The Resource Order will be passed back to the Geographic Area indicating that military assets are the only available resources and estimated time frames for delivery.
- The Resource Order will be passed back from the Geographic Area to the ordering unit dispatch center, indicating military assets are the only available resources and estimated timeframes for delivery.
- The Resource Order will be passed back from the ordering unit dispatch center to the incident indicating military assets are the only available resource and estimate timeframes for delivery. It may be necessary for the unit dispatcher to redeploy civilian crews to insure military units are kept intact on the same incident.
- The incident must reorder the military assets on a Resource Order in the following manner:
 - Crews: Will be ordered in a configuration unit of ten (10) crews or battalion (25 crews). Each 10 crew unit or battalion will have one (1) “C” request number. Each 10 crew unit or battalion will initially be deployed to the same incident.
 - Each Resource Order for crews will be accompanied by “O” requests for:
 - One (1) Unit/battalion Military Liaison (BNML).
 - One (1) Deputy BNML.
 - One (1) Safety Officer (SOF2)
 - Two (2) to four (4) Strike Team Leaders Crew (STCR) positions, depending on configuration.
 - Fourteen (14) to twenty-eight (28) Crew Boss (CRWB) positions, depending on configuration.

Overhead personnel will remain committed throughout the assignment (30–33 days).

- The Resource Order will then be passed from the incident through established ordering channels to NICC. NICC will certify no civilian assets are available, and then forward the request to the Region X Defense Coordinating Officer.
- NICC will provide the following items:
 - Air transportation, if needed, from installation to the jetport closest to the incident.

- The incident, on a separate request number, must order two (2) to five (5) kits of programmable handheld radios, which will be mobilized with the unit or battalion. The Incident will order enough support equipment, caterers, showers, transportation, and hand tools to equip the military (up to 600 firefighters and support personnel). The incident may need to supply diesel fuel for ground vehicles, and fuel for aviation assets. All firefighting personnel will come equipped with PPE.
 - Aviation: Aviation support will be ordered by required missions. It should be noted that military Aviation resources, when compared to civilian resources, are restricted in mission capability.

Each group of missions will have its own “A” request number. Each Resource Order will specify the following information:

- Pounds of external cargo per day.
- Number of passengers (PAX) per day.
- Hours of water bucket missions per day.
- Pounds of internal cargo per day.
- Estimation of aircraft needed.
- Aviation communication needs.
- Helicopter Modules/Managers
 - Refer to Military Use Handbook
- Vehicles: Vehicles will be ordered by required missions. Each group of missions will have its own “E” request number.

Each Resource Order will specify the following information:

- Number of passengers per day.
- Pounds of cargo per day.

Civilian Support

All other civilian support requested specifically by the military at the incident will follow the established ordering procedures.

Demobilization Procedures

Procedures will be reversed. However, a lead time of seventy-two (72) hours will be needed to release military firefighters. NICC will release assets to the military and normally provide air transport from the nearest airport. The incident should be prepared to provide ground transportation to the airport. All tools, PPE, and other firefighting issued equipment need to be collected at the incident prior to demobilization.

International Operations

International Arrangements and Agreements, and their respective Operating Plans, can be found at the following link: <https://www.nifc.gov/nicc/logistics/International%20Agreements.html>

Canada Support

Mobilizations involving the United States of America (USA) and Canada are governed and directed by the diplomatic note, Reciprocal Forest Fire Fighting Arrangement Operational Guidelines, and by local initial attack agreements. Requests to Canadian agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met. All requests for use of Canadian Resources must be ordered through NICC, except for local mutual aid that does not include provisions for any reimbursement. The USA may request airtankers from Canada only after all available contract and CWN aircraft have been mobilized. The USA may request helicopters from Canada after all available contract and CWN helicopters have been mobilized.

Australia and New Zealand Support

Mobilizations involving the United States, Australia, and New Zealand are coordinated through NICC, and are defined in the Wildfire Arrangements between the Department of the Interior and Department of Agriculture of the United States and the Australian and New Zealand Participating Agencies and in the Annual Operating Plan for these Arrangements. Request to Australian and New Zealand Participating Agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met.

Mexico Support

Mobilizations involving the United States and Mexico for fires within ten (10) miles either side of the U.S. – Mexico border are defined in the Wildfire Protection Agreement between the Department of the Interior and the Department of Agriculture of the United States and the Secretariat of Environment, Natural Resources, and Fisheries of the United Mexican States for the Common Border.

Mobilizing USA resources for suppression assistance within Mexico beyond the ten (10) mile zone must be approved and coordinated by NICC.

Other Nations Support for Large Scale Mobilizations

Large scale mobilizations for reimbursable direct support to disasters (fires or all-hazard) in other nations are based on requests received through the Forest Service International Program's Disaster Assistance Support Program (DASP). DASP responds to requests from the U.S. Agency for International Development's Office of Foreign Disaster Assistance (OFDA). OFDA works closely with U.S. Ambassadors in foreign countries, who must determine if an incident in a foreign country warrants U.S. involvement. If the Ambassador does feel the incident is beyond the capability of the affected government, the affected government has requested the assistance, and it is in the best interest of the U.S. Government to assist, the Ambassador can "declare" a disaster. That declaration is the activation mechanism for U.S. support. If that support would include resources available through the land management agencies, OFDA would go to DASP, who would place requests through NICC.

Small scale requests for disaster assistance or technical assistance are coordinated directly by DASP through the home units of the requested individuals.

More information concerning the mission of OFDA and how it organizes and responds to international disasters can be found in OFDA's Field Operations Guide for Disaster Assessment and Response (FOG). The FOG can be located at the following web site:

https://scms.usaid.gov/sites/default/files/documents/1866/fog_v4.pdf

More information on DASP is located at: <https://www.fs.fed.us/global>.

Ordering Channels

All agencies have designated ordering procedures for incident and wildland fire support and services. These established ordering channels provide for: rapid movement of requests, agency review, efficient utilization of resources, and cost effectiveness.

Geographic Area Coordination Centers (GACCs)

The GACCs act as focal points for internal and external requests not filled at the local level. GACCs are located in the following Areas:

EASTERN – Milwaukee, Wisconsin:

Connecticut, Delaware, Illinois, Indiana, Iowa, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia, and Wisconsin.

SOUTHERN – Atlanta, Georgia:

Alabama, Arkansas, District of Columbia, East Texas (plus Texas State Forest Service in West Texas), Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Virginia, Puerto Rico, and the Virgin Islands.

SOUTHWEST – Albuquerque, New Mexico:

Arizona, New Mexico, and West Texas (west of the 100th Meridian).

ROCKY MOUNTAIN – Lakewood, Colorado:

Colorado, Kansas, Eastern Wyoming, Nebraska, and South Dakota.

NORTHERN ROCKIES – Missoula, Montana:

Montana, North Dakota, Northern Idaho, and Yellowstone National Park, Wyoming.

ALASKA – Fort Wainwright, Alaska:

Alaska.

NORTHWEST – Portland, Oregon:

Oregon and Washington.

NORTHERN CALIFORNIA OPERATIONS – Redding, California:

Northern California and Hawaii.

SOUTHERN CALIFORNIA OPERATIONS – Riverside, California:

Southern California and USA Pacific Islands.

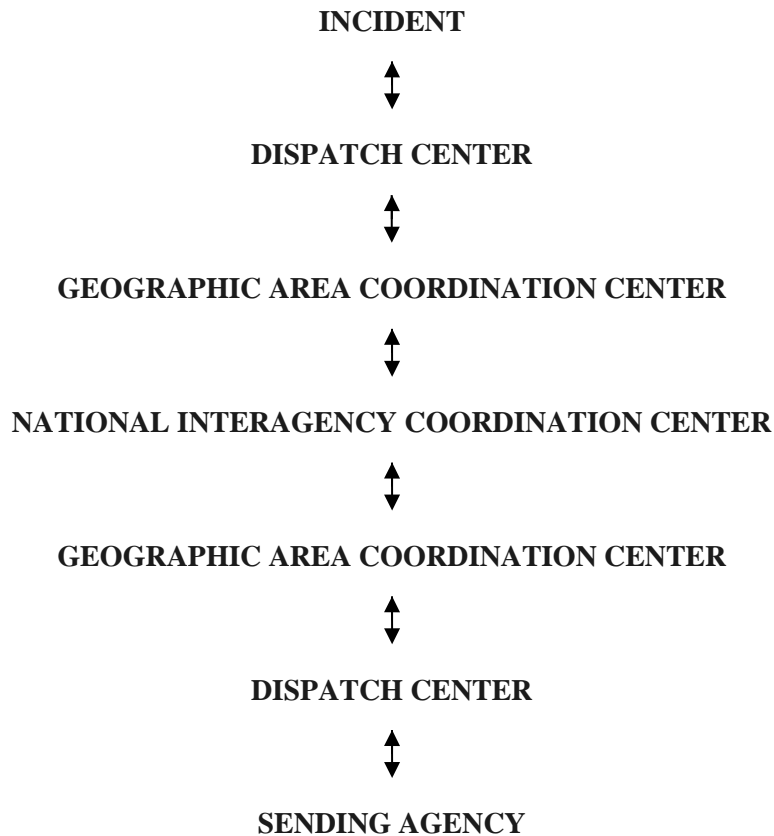
GREAT BASIN – Salt Lake City, Utah:

Southern Idaho, Western Wyoming, Utah, Nevada, a portion of Arizona north of the Colorado River, and a portion of California southeast of Lake Tahoe.

Ordering Procedures

Resource order requests will be processed using the Resource Ordering and Status System (ROSS). Resource order requests as the result of an incident, preparedness, severity, and wildland and prescribed fire will follow the established ordering channel displayed below.

At the point in this flow when an order can be filled, reverse the process to insure proper notification back to the incident or requesting office. Local agency dispatch offices should use mutual aid agreements with cooperators whenever possible.



Support to Border Fires

Border fires are defined as a wildfire that has crossed the boundary from one (1) Geographic Area into another or where the fire is expected to cross the boundary within two (2) burning periods.

Whereas both Geographic Areas have a vested interest and authority to provide resource support to the incident, they may order directly from each other in support of the incident. The following protocols apply:

- A single ordering point will be designated to ensure proper assignment and demobilization of resources. The incident will remain with the originating unit for situation reporting and prioritization.
- The dispatch organization designated as the single ordering point may place orders to either GACC using established ordering channels, however only the GACC of the originating unit expanded dispatch is authorized to place orders with NICC.

- Prior to initiating border fire support operations, concurrence and agreement must occur between the two GACCs and NICC. In order to maintain effective coordination and ensure that the appropriate resources are mobilized, communication will be necessary between both GACCs and the expanded dispatch organization.

Unit Identifiers

The National Interagency Coordination Center (NICC) Center Manager and each Geographic Area Coordination Center (GACC) Center Manager shall designate both a Unit Identifier Data Custodian and alternate for their Geographic Area.

GACC Unit Identifier Data Custodians are responsible for timely entry of proposed additions, modifications, and removals of Unit Identifiers and associated information in the system of record (SOR) upon receipt of written requests. GACC Unit Identifier Data Custodians are responsible to ensure the documented agency internal process has been completed and have authority to ensure appropriate NWCG Organizational Unit Codes are created. The National Unit Identifier Data Custodian is responsible for monthly publication of changes to NWCG PMS 931 after approval by the NWCG Unit Identifier Unit (UIU).

Mobilization and Demobilization Information

Travel information for resources will be transmitted by using the ROSS Travel function. Each travel segment will identify mode of travel, carriers name with flight numbers, departure and arrival locations with estimated departure time and estimated arrival time (ETD/ETA) using the local time and time zone.

Non-Incident Related Ordering

Resource acquisition not related to an incident, preparedness, severity, and wildland fire may also follow these ordering procedures. The use of appropriate cost coding procedures is required.

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CHAPTER 20 OVERHEAD AND TEAMS

Personnel must be requested by the description found in the Wildland Fire Incident Management Field Guide, PMS 210, <https://www.nwcg.gov/publications/210> the National Incident Management System (NIMS) Wildland Fire Qualification System Guide, PMS 310-1, NFES 001414 or other agency approved qualifications guides.

National Incident Management System (NIMS) Positions

Overhead positions listed in the National Incident Management System (NIMS) Wildland Fire Qualification System Guide, PMS 310-1.

This document is located at <https://www.nwcg.gov/publications/310-1>

Incident Qualifications and Certification System (IQCS) Position Codes

The Incident Qualifications and Certification System (IQCS) is an information management system that tracks training and certifications for Wildland Firefighters. For a complete list of all IQCS recognized Position Codes, refer to the Position Codes link at the following web site: <https://iqcs.nwcg.gov/>

Overhead Mobilization and Demobilization

Units filling requests for personnel are responsible for ensuring all performance criteria are met. Requests will be processed as "fully qualified" unless "Trainee Acceptable" is selected as an inclusion in ROSS. The sending unit must designate a Flight Manager when two (2) or more personnel travel together to the same incident via non-commercial air transport.

Supplemental Fire Department Resources are overhead tied to a local fire department by general agreements that are mobilized primarily for response to incidents/wildland fires outside of their district or mutual aid zone. They are not a permanent part of the local fire organization and are not required to attend scheduled training, meetings, etc. of the department staff.

When mobilizing Supplemental Fire Department Resources outside of the fire district or mutual aid zone the following will apply:

Mobilization will follow established ordering procedures as identified in National, Geographic, and Local Mobilization Guides. Resources will be mobilized from the Host Dispatch Zone in which the department is located. Personnel will be provided a copy of the resource order request after confirmation of availability and prior to departure from their home jurisdiction. Resource orders shall clearly indicate incident assignment, incident location, expected incident arrival time, and any additional special needs or equipment authorizations, e.g. cellular phones, laptops, and rental vehicles.

NICC will not accept requests for clerical, driver, or laborer positions. It is not cost effective to hire and transport such personnel when they are normally available from local sources.

If a request requires individuals to be self-sufficient for the duration of the assignment, they must be able to procure food, lodging, and local transportation.

Name requests for suppression or all-hazard incidents should be rare and are appropriate only for highly specialized positions or to meet specific agency objectives (for example, name requests between state agencies). The ordering unit must confirm availability for the individual being requested prior to placing the request.

Name request for Geographic Area Priority Trainee positions will be justified within special needs as being approved by the Geographic Area Priority Training Coordinator and will be processed without delay.

Severity requests often involve strategic movement of resources from areas with lower fire potential. In these cases, name requests may be appropriate and are typically directed by agency managers.

Name requests charged to budgeted/programmed, non-suppression funds are acceptable and will be processed without delay.

All name requests not filled by the sending unit will be returned to the requesting unit by NICC as UTF.

Unless specifically excluded, ADs and private contractors will be accepted for suppression and severity orders.

Use of the THSP (Technical Specialist) position code is only appropriate when no other appropriate position code exists, and requires additional information describing the specialty be included with the request (e.g. THSP – Airspace Coordinator; or THSP – Duty Officer; or THSP – Air Resource Advisor).

During demobilization of resources, emphasis will be placed on having personnel home no later than 2200 hours local time. Occasionally, the availability of large transport aircraft will dictate timeframes during demobilization.

Interagency Wildland Fire Modules

The primary mission of a Wildland Fire Module (WFM) is to provide an innovative, safe, highly mobile, logistically independent, and versatile fire module for wildland fire management and incident operations.

WFMs are highly skilled and versatile fire crews with a primary commitment to maintain fire's role as a natural ecological process. They provide technical and ecological based expertise in the areas of long term planning, ignitions, holding, suppression, prescribed fire preparation and implementation support, hazard fuels reduction, and fire effects monitoring.

Orders for Interagency Wildland Fire Modules will be placed through established ordering channels in ROSS using an Overhead Group Request; Module, Wildland Fire, Type 1 (WFM1) or Type 2 (WFM2) configured according to PMS 430 Interagency Standards for Wildfire Module Operations

For minimum module standards for national mobilization, see Interagency Standards for Fire and Aviation Operations, Chapter 13, Firefighter Training and Qualifications, Wildland Fire Modules at: <https://www.nifc.gov/PUBLICATIONS/redbook/2018/Chapter13.pdf> or PMS 430.

Interagency Standards for Wildland Fire Module Operations – Chapter 7 at: <https://www.nwcg.gov/publications/430>. As an interagency resource, the Wildland Fire Modules are available nationally throughout the fire season. Standard WFM configuration includes; one (1) module leader and six (6) to nine (9) module crewmembers.

If requested, WFMs can be configured and mobilized with less than the standard WFM configuration, but only after agreement between the requesting and sending units. Any negotiated configurations must be identified within the original request.

Wildland Fire Module Mobilization

Geographic Areas will mobilize local Interagency Wildland Fire Modules internally. There are local unit agreements to share Wildland Fire Modules between bordering units in different Geographic Areas.

The Wildland Fire Module Leader will contact the ordering unit to discuss incident/project requirements.

Smokejumpers

Smokejumpers primary mission is initial attack. All Initial Attack orders should be honored when smokejumpers are available. While most effective at providing rapid initial response, smokejumpers are well equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability. Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single-resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

Geographic Areas will inform NICC of the establishment of smokejumper spike bases.

There are two primary methods for ordering smokejumpers, booster load/individual smokejumper or initial attack load (See Chapter 50). The type of order should be predicated on immediate need or augmentation.

Smokejumper boosters are utilized to increase smokejumper capability at a base or within a Geographic Area. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home unit(s) or made available to higher activity areas if activity does not develop at receiving unit.

Boosters are ordered by individual Overhead requests and can be filled from one or multiple bases. Assignment duration can be for any time up to 14 days with extensions negotiated between the sending and receiving units subject to NICC concurrence. Booster requests may specify a desired delivery system (round or square parachutes). Smokejumper aircraft must be ordered separately if the aircraft is needed beyond delivery of the smokejumpers. NICC, GACCs, and local dispatch centers should communicate with the hosting and potential sending smokejumper base(s) before the order(s) are placed and filled.

Smokeyumper Numbers

Planned staffing includes 479 smokejumpers at the following locations (actual fire season numbers may vary):

BLM Alaska	(Fairbanks)	73
BLM Great Basin	(Boise)	81
FS Region 1	(Missoula)	74
	(Grangeville)	31
	(West Yellowstone)	30
FS Region 4	(McCall)	70
FS Region 5	(Redding)	40
FS Region 6	(N. Cascade)	30
	(Redmond)	50

Daily availability is updated throughout the fire season and is posted at the following website:

<https://www.nifc.gov/smokejumper/reports/smj rpt.php>

Pilots – Lead Plane, Aerial Supervision Module and Smokejumper

For a complete list of Lead Plane, Aerial Supervision Module and Smokejumper pilot qualifications, refer to the following web site:

https://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

Helicopter Module

Call-When-Needed (CWN) helicopters will be managed by a qualified Helicopter Manager (HMGB) and qualified Helicopter Crew Members (HECM); when combined they function as a helicopter module.

TYPE HELICOPTER	FAA STANDARD / TRANSPORT CATEGORY	FAA Standard Category Temporarily Designated for Limited Use	FAA Standard Category Permanently Designated for Limited Use <u>or</u> FAA Restricted Category
1	Manager plus Four (4) Helicopter Crewmembers	Manager only	Manager only
2	Manager plus Three (3) Helicopter Crewmembers	Manager only	Manager only
3	Manager plus Two (2) Helicopter Crewmembers	Manager only	Manager only
CWN Helicopter and Module must meet up away from Incident(s) or Fire Operations. The minimum required staffing levels must be filled with fully qualified personnel. Trainees may be ordered in addition to the standard module configuration.			

Units requesting helicopter modules for Call-When-Needed helicopters will do so using an Overhead (O) support request for each position. Helicopter module requests should be coordinated with anticipated helicopter delivery time and location. Ordering a helicopter module for a CWN helicopter is not automatic. Ordering units should attempt to fill helicopter module positions internally first.

If the intended use is for initial attack, the HMGB request must specify that a fitness level of arduous is required. Any other qualification requirements (ICT4, etc.) must also be specified.

If helicopter personnel/modules are required to arrive with special needed items (flight helmets, radios, etc.), it must be specified at the time of request.

Helicopter Rappellers

The USDA Forest Service operates 12 rappel bases nationally in Regions 1, 4, 5, and 6. Each base utilizes Bell medium helicopters, and generally operates from May through October.

Rappellers' primary mission is initial attack. When Rappellers are needed for initial attack with aircraft, they are to be requested in ROSS as "Load, Rappeller, Initial Attack" on an Aircraft request. Additional mission specific information should be documented on the resource order. When ordered for initial attack, Rappellers will be self-sufficient for 36 hours after deployment on an incident and are assigned to the user unit until released.

Rappel boosters will be ordered by individual Overhead requests. Any additional support needs may be documented on the resource order.

Rappeller Numbers

Planned staffing includes 296 Rappellers at the following locations (actual fire season numbers may vary):

FS Region 1	(Gallatin, MT)	16
	(Libby, MT)	15
FS Region 4	(Boise, ID)	16
	(New Meadows, ID)	30
	(Salmon, ID)	45
FS Region 5	(Fort Jones, CA)	21
	(Prather, CA)	16
FS Region 6	(Grants Pass, OR)	21
	(John Day, OR)	26
	(Prineville, OR)	23
	(La Grande, OR)	40
	(Wenatchee, WA)	27

Non-Standard Overhead Groups

The generic overhead catalog items “module, fuels” or “module, suppression” will be used to order non-standard overhead groups. All requests for these catalog items will be placed through established ordering channels using an Overhead Group Request. Length of assignment rules apply to all non-standard overhead groups.

When ordered as a non-standard overhead group, “module, fuels” or “module, suppression,” individuals requested must reside within one geographic area. At the discretion of the sending Geographic Area center manager, modules may be comprised of individuals from multiple host units within the Geographic Area.

Units may name request individual overhead positions from various geographic areas following standard ordering procedures for overhead requests and upon arrival, create modules locally based on mobilization needs and priorities.

Communications Coordinator (COMC)

A Communications Coordinator must be assigned when a second 4390 Starter System is assigned to any incident within a one hundred (100) mile radius of the first assigned 4390 Starter System. The Communications Coordinator should be requested as a name requested position. The GACC will coordinate filling the request with the National Incident Radio Support Cache (NIRSC) in Boise, ID by calling the National Communications Duty Officer (CDO) at 208-387-5644. Rental vehicle, lap top computer and cellular phone should be authorized when placing the request.

It is important that this position be ordered as early as possible to alleviate the possibility of frequency conflicts during multi-incident situations.

Duties and Responsibilities:

- Manage the allocation of communications resources at the Geographic Area level. This includes communications equipment, personnel, and associated supplies. The COMC provides support to the assigned Geographic Area and reports daily to the NIFC Communications Duty Officer (CDO). The COMC will not be assigned to specific incidents or to an Area Command Team. Situations may occur when communications coordination is required between multiple Geographic Areas. Under these circumstances, a COMC may be assigned to a NICC Resource Order to provide overall coordination and support to COMCs assigned to the affected Geographic Areas.
- Manage the frequency resources for all incidents under assigned jurisdiction. This includes all frequencies for ground tactical, command, logistics, and air operations.

NOTE: During complex or multiple fire situations, the COMC will request additional qualified personnel to be assigned as field COMCs. Any situation involving complex air operations will require that a COMC be requested specifically for air operations.

- Maintains an accurate inventory of all communications equipment assigned to incidents under their control.
- Keep current on the availability of communications resources for future Geographic Area and National requirements. The COMC should be current with procedures needed to obtain such resources.

- Provide problem-solving recommendations and advice on communications issues to the respective Geographic Area Coordinators, the Area Command Teams, and/or to Incident Management Teams within a complex or single incident. National, as well as Geographic Area priorities will be considered when making recommendations and/or providing advice.
- Assist incidents with communication system design and in obtaining specialized communications equipment.

Flight Manager

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights. For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the Interagency Aviation Training Guide (IAT). The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:

- Brief the traveling personnel providing an overview of travel purpose and final destination, route of travel, intermediate stops, if applicable, and estimated time(s) of arrival (ETAs).
- Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.
- Ensure proper Resource Tracking procedures are met. The NICC Flight Following telephone number is 1-800-994-6312.
- Ensure passenger aircraft safety briefing is conducted.
- Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.
- Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.
- Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot-in-command can verify the aircraft is within weight and balance limitations.
- Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).
- For Canadian travel, the Flight Manager will ensure proper documentation is included, as outlined in the Canadian/United States Operating Agreement.

Incident Meteorologist (IMET)

Whenever a Geographic Area mobilizes a Type 1 Interagency Incident Management Team, the Geographic Area will provide an IMET who will be assigned to the incident. Certain situations could develop where an IMET is not needed for each incident, such as when two (2) or more incidents are in close proximity to each other. In these cases, one (1) or more IMETs could be shared by the incidents.

IMET status will be maintained by the respective Geographic Area in ROSS. Status will include updated contact information, the home jetport, individual qualifications, and current availability.

When an IMET is needed for an incident, the request will be placed up to the GACC. The GACC will contact the NWS National Fire Weather Operations Coordinator (NFWOC) (Larry Van Bussum, or acting) by calling the NWS Incident Response Desk at 877-323-IMET (4638).

The NFWOC will then identify the name and location of the available IMET to fill the ordering incidents IMET request. If the available IMET is located within the Geographic Area where the incident is located, the IMET will be ordered by name request and internally mobilized using established procedures. If the available IMET is located in another Geographic Area, the IMET request will be placed to the National Interagency Coordination Center (NICC) as a name request using established procedures. NICC will place the IMET request to the appropriate Geographic Area to be filled.

When the NWS cannot provide transportation, the sending dispatch office is responsible for arranging and providing mobilization needed for the IMET and any required equipment to the incident. The incident or incidents host agency is responsible for arranging and providing demobilization needed for the release of the IMET and required equipment back to the home unit.

The IMET is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the Department of Commerce, NOAA-NWS. Standard NWS equipment that is essential to on-site meteorological support is mobilized with each IMET, no additional resource order requests are necessary. Standard NWS equipment does not require additional ordering by the incident. Basic standard NWS equipment includes:

- Laptop computer
- Printer
- Mobile satellite setup and setup tools
- Cellular telephone
- Agency or rental vehicle appropriate for off-pavement use
- Miscellaneous office supplies

Reimbursement of costs associated with utilization of Standard NWS equipment such as cell phone usage charges, satellite communication charges, and four-wheel drive SUV, pickup or similar rental vehicle to travel to incident locations with their equipment (including remote locations) is authorized under section V., part B item 4 of the Interagency Agreement for Meteorological and Other Technical Services. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

Cache Support Positions

These positions are available to assist fire caches during periods of high activity or when shortages of locally trained personnel hinder cache operations.

CASC – Cache Supply Clerk

CAST – Cache (Supply) Clerk Supervisory

CDSP – Cache Demobilization Specialist

FLOP – Fork Lift Operator

WHHR – Warehouse Materials Handler

WHLR – Warehouse Materials Handler Leader

WHMG – Warehouse Manager

National Incident Supply Cache (NISC) responders are expected to be equipped with NAP credentials and knowledge of the Incident Cache Business System (ICBS).

National Incident Management Teams

Teams will be ordered by type using an Overhead Group request in ROSS.

Interagency Incident Management Teams (IMTs)

Incident Management Teams will be ordered by type (Type 1, Type 2 and NIMO). National Type 1 IMTs will be mobilized according to the National call-out procedures from the National rotation managed by NICC. Geographic Area Type 2 IMTs will be mobilized according to Geographic Area policy, with the following exception: Geographic Area Type 2 IMTs that have been ordered through NICC for staging within a Geographic Area will be prioritized and assigned to any new Federal Type 2 incident within that Area, or when a replacement team is needed within that Area.

IMTs will be requested through established ordering channels. Incident Commanders shall make notification to the receiving Geographic Area through established ordering channels of any position shortages, or when their team configuration differs from the standard configuration.

The primary mission of IMTs is wildfire incident management. IMTs may respond to all-hazard incidents under the following guidelines:

- Planned events should be managed internally by the respective agency.
- The planned length of assignment should not exceed fourteen (14) days without negotiated approval from the sending Geographic Area and NICC.

A Federal Emergency Management Agency (FEMA) mobilization under the National Response Framework (NRF) will be accomplished according to the National call-out procedures. The standard length of assignment of fourteen (14) days may be extended up to thirty (30) days after negotiated approval between the Incident Commander and FEMA.

- Base hours for Federal employees, in most cases, are not reimbursed by FEMA. Overtime, premium pay, and travel expenses may be paid by FEMA.

Type 1 IMTs

There are four (4) National Incident Management Organization Teams (NIMO).

There are sixteen (16) Type 1 IMTs. The Type 1 IMTs are dispersed as follows:

Northern Rockies	2	California	4
Rocky Basin	3	Alaska Northwest	3
Southwest	2		
Southern	2		

IMT Configurations

IMTs ordered through NICC will be requested as either a long or a short team configuration. Any variation from the standard configuration is at the discretion of the requesting unit. The Deputy Incident Commander position is not mandatory. The Incident Commander positions on IMTs may only be filled by current agency employees. It is recommended that the following positions also be filled by current agency employees: Finance/Admin. Section Chief Type 1 or 2, Procurement Unit Leader, Comp/Claims Unit Leader, and Compensation-for-Injury Specialist. IMT configuration can be found at the following link:

https://www.nifc.gov/nicc/logistics/teams/imt_configuration.pdf

In addition to the twenty (20) positions identified on the short team configuration, a maximum of six (6) IMT trainee positions will be mobilized with the team. In addition to the 44 positions identified in the long team configuration, a maximum of fourteen (14) trainee positions will be mobilized with the team. Long team configuration trainee positions include six (6) IMT trainee positions and eight (8) GACC priority trainees. When an IMT is mobilizing to an incident outside of their GACC, the GATR from the hosting GACC will work with the sending GATR to identify the eight (8) Geographic Area priority trainees that will be assigned to the IMT to achieve immediate IMT needs, provide valuable trainee opportunities and to support IMT succession planning.

Unless notified otherwise, trainees for both short and long team configurations will be mobilized for incidents on Federal lands.

National Type 1 IMT Rotation Process

- Type 1 IMTs remain on-call for a maximum of seven (7) days.
- At the time (clock hour and day of the week) a Type 1 IMT from national rotation is requested, the next eligible Type 1 IMT in rotation will be notified and placed in two (2) hour call status and will remain in call status for the next seven (7) days. The next two (2) Type 1 IMTs in national rotation will also be notified of the schedule change. Geographic Areas unable to provide a Type 1 IMT when ordered for a national assignment will be listed as unavailable on the national rotation list and will not be considered until the designated slot rotates into position again.
- Geographic Areas with more than one (1) Type 1 IMT may decide which “eligible” team responds to a National call. Geographic Areas must pass if no “eligible” Type 1 IMT can meet the two (2) hour call.
- Type 1 IMTs will be considered unavailable for a National assignment if the primary Incident Commander is unavailable or it is necessary to have more than two (2) substitutes to

fill Command/General Staff positions. The Deputy Incident Commander may be allowed to take the team with Geographic Area Multi-Coordinating Group (GMAC) approval. Any deviation to the aforementioned availability and substitution principle must have GMAC and NMAC approval. An IMT that is not available for a National assignment will be listed as unavailable on the national rotation list.

- Within Round 1 of the national rotation, once a Type 1 IMT has been committed to an incident, either internally or nationally, it will remain ineligible for a National assignment until all Type 1 IMTs have had an assignment. Once all Type 1 IMTs have had an assignment within Round 1, the national rotation will begin Round 2, following the same procedures that applied in Round 1.

A committed Type 1 IMT that is reassigned to additional incidents prior to being demobilized to home unit will be counted as a single assignment within the round that the team was mobilized.

- Type 1 IMTs that are mobilized but do not actually receive an incident or staging assignment within 48 hours will remain eligible for National assignments in the current round of the National rotation.
- All assignments, internal or national, count as experience.
- Once a Type 1 IMT, mobilized from the National rotation is staged by NICC, that team will be prioritized and assigned when a Geographic Area requires a replacement team. Once a team has been staged by a Geographic Area, the team will be prioritized and assigned to any new incident within that Area, or when a replacement team is needed within the Area. If NICC receives another Type 1 IMT request, the first eligible Type 1 IMT in National rotation will be ordered.
- The Geographic Area will coordinate with NICC before reassigning an out-of-area Type 1 IMT to another incident.
- Geographic Areas with only one (1) Type 1 IMT may stand the team down for rest after coordination with NICC.
- The National Multi-Agency Coordinating Group (NMAC) retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.
- Teams mobilized in the previous calendar year and whose assignment extends into the new calendar year will not be shown as assigned in the new calendar year.
- When situations warrant, rationale is required by NMAC for assignment of Area Command, National Type 1 and 2 Incident Management Teams and NIMO Teams prior to mobilization. This includes internal assignments.

The National rotation and current assignment history for the Type 1 IMTs is maintained throughout the calendar year at web site:

https://www.nifc.gov/nicc/logistics/teams/imt_rotate.pdf

NIMO Incident Management Team Type of Assignments

The following criteria will be considered in determining appropriate assignments for NIMO:

- Wildland Fire - NIMO Teams may be ordered for managing wildland fire. This is not limited to Type 1 or 2 wildfires, but may also be appropriate for multiple Type 3 fires for developing personnel capability as mentors, trainers, and evaluators.
 - Trigger Points
 - Multiple ignitions within a GACC
 - Agency Administrator requesting additional support
- Fire is Type 2 complexity with potential for Type 1 (NIMO Team is assigned and Type 2 IMT remains integrated and in support and/or obtains Type 1 training and experience)
- Long Duration Incidents - A NIMO Team may be assigned to fires that are expected to last for several weeks or as the “second” team in to bring incidents to their conclusion.
 - Trigger Points
 - Incident is projected to last more than fourteen (14) days
 - Agency Administrator’s request for additional support
 - Cost containment, WFSA/WFIP, Complexity Analysis, etc., indicates need for a non-traditional approach in managing the incident.
- Mission Specific Assignments
 - National/Geographic Area Operations Support
 - International Assignments
 - All Hazard
 - Fuels Management

Due to the nature of incidents that NIMO teams will be assigned to, team configuration may be negotiated by NMAC, the NIMO Coordinator, NIMO Incident Commander, and the requesting unit, up to the maximum number of positions. To increase personnel capacity and capability, trainees, apprentices, and/or technical specialists may be ordered for any or all positions.

National Area Command Team

There are three (3) Area Command Teams. They are dispersed as follows:

Northwest	1
Great Basin	2

National Area Command Teams will be mobilized according to the National call-out procedures from the National Area Command Team rotation managed by NICC. Orders for National Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC.

National Area Command Team Configuration

National Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees identified by the Area Commander. The Area Commander position may only be filled by a current agency employee.

ACDR	Area Commander
ACPC	Assistant Area Commander, Planning
ACLC	Assistant Area Commander, Logistics
ACAC	Area Command Aviation Coordinator
	Area Command trainees (2 each)

Depending on the complexity of the interface between the incidents, specialists in other areas such as aviation safety, information, long term fire planning, risk planning may also be assigned.

National Area Command Team Rotation Process

- National Area Command Teams remain on-call for a maximum of fourteen (14) days.
- At the time (clock hour and day of the week) an Area Command Team from National rotation is requested, the next eligible Area Command Team in rotation will be notified and placed in two (2) hour call status and will remain in call status for the next fourteen (14) days. The next two (2) National Area Command Teams in National rotation will also be notified of the schedule change.
- Substitutions of current Area Commanders/Deputy Area Commanders between teams and Command positions are permissible with prior coordination with NICC.
- Teams that receive an assignment will be out of the National rotation until all Area Command Teams have had an assignment.

The national rotation and current assignment history for the Area Command Teams is maintained throughout the calendar year at web site:

https://www.nifc.gov/nicc/logistics/teams/area_rotate.pdf.

Incident Support Teams

Teams will be ordered using an Overhead Group request in ROSS, with the exception of Aviation Safety Assistance Teams.

Overhead requests for specialized team member of nonstandard teams, such as After Action Review teams, will be placed as Technical Specialist (THSP).

National Interagency Buying Teams (BUYT)

There are twelve (12) National Interagency Buying Teams. The teams are dispersed as follows.

Northern Rockies	1
Great Basin	1
Rocky Mountain	1
Eastern	2
Southwest	1
California	2
Northwest	1
Southern	2
Alaska	1

National Interagency Buying Teams will be mobilized according to the National call-out procedures from the National Interagency BUYT Rotation managed by NICC. Orders for BUYTs will be placed through established ordering channels using an Overhead Group Request.

The primary mission of a BUYT is to support the local administrative staff with incident acquisition. In addition, the BUYT Leader has the responsibility for coordinating property accountability with the Supply Unit Leader. Responsibilities and coordination of BUYTs can be found in the Interagency Incident Business Management Handbook in Chapter 20 and Chapter 40.

BUYTs should not be utilized as de facto payment teams. Incident host agencies should order an Review, Audit, Process Team if the situation warrants.

BUYTs are ordered by the incident host agency and report to the agency administrator or other designated incident agency personnel. Buying teams work with the local administrative staff to support the incident acquisition effort. Geographic Areas will internally mobilize their National Buying Teams, local Geographic Area buying teams, or ad-hoc buying teams before requesting a National Interagency Buying Team from NICC. National BUYTs are mobilized according to National Call-Out Procedures.

BUYT Configuration

National Interagency BUYTs are comprised of a leader and six team members. One of the six members may be assigned as an assistant or deputy leader. In addition to the seven-member team, personnel from the incident host agency or alternate buying team members may be added as needed, to supplement the primary team. One (1) member of the team must be a Contracting Officer. National Interagency BUYTs will consist of the following positions:

- Two (2) qualified procurement personnel.
- Four (4) personnel support positions.
- One (1) procurement or leader trainee.

BUYTs Rotation Process

- BUYTs will remain on-call for a maximum fourteen (14) days.
- At the time (clock hour and day of week) a BUYT from the BUYT Rotation list is requested, the next eligible BUYT in rotation will be notified and will remain in call status for the next fourteen (14) day period. The next two (2) BUYTs in rotation will also be notified of the schedule change. Geographic Areas unable to provide a BUYT when ordered for a National assignment will be listed as unavailable on the BUYT Rotation and will not be considered until the designated Geographic Area slot rotates into position again.
- Geographic Areas with more than one (1) BUYT may decide which “eligible” team responds to a National call. Geographic Areas must pass if no “eligible” BUYT can meet the needed date/time of the request. BUYTs will be considered unavailable for a National assignment if more than two (2) procurement or support positions are to be filled with a substitute.
- The National Interagency Multi-Agency Coordinating Group (NMAC) retains the authority to adjust the BUYT Rotation list when necessary to achieve team experience objectives or for other reasons.

The National rotation and current assignment history can be found at the following web site: https://www.nifc.gov/nicc/logistics/teams/buy_rotate.pdf.

Review, Audit, Process Team (RAP)

The NPS Administrative Payment Teams have now transitioned to NPS RAP (Review, Audit, Process) Teams. There are three RAP Teams that can either be ordered as a virtual team or mobilized to an incident to process DOI suppression invoices. If ordered as a virtual team, invoice packages can be sent via overnight mail to the team leader’s home unit or emailed to the team leader for auditing and processing. Once the incident invoices are audited and processed, the RAP Teams will input invoices directly into FBMS. This will ensure that incident vendors will receive prompt payment.

Requests for RAP Teams will be placed through established ordering channels using an Overhead Group Request.

Review, Audit, Process Team Configuration

At a minimum, NPS RAP Teams will consist of a team leader and two team members (THSPs). The actual team composition will be determined by the team leader and the ordering unit’s administrative staff based on the number of invoice packages to be audited and processed. For training and for succession management, the RAP Teams are also comprised of BLM and BIA employees.

National RAP Team Schedule Process

- RAP Teams will remain on-call for a maximum fourteen (14) days.
- The schedule will change on alternate Tuesdays, at 2400 Mountain Time.

Team 1	Team 2	Team 3
Lisa Wilson – Team Leader	Janice Casper – Team Leader	Jamie Rinehart – Team Leader
1/3-1/16	1/17-1/30	1/31-2/13
2/14-2/27	2/28-3/13	3/14-3/27
3/28-4/10	4/11-4/24	4/25-5/8
5/9-5/22	5/23-6/5	6/6-6/19
6/20-7/3	7/4-7/17	7/18-7/31
8/1-8/14	8/15-8/28	8/29-9/11
9/12-9/25	9/26-10/9	10/10-10/23
10/24-11/6	11/7-11/20	11/21-12/4
12/5-12/18	12/19-1/1/19	

Team 1: Lisa Wilson CA-SBC OSCC, Riverside, CA

Team 2: Janice Casper CA-RICC ONCC, Redding, CA

Team 3: Jamie Rinehart CO-RMP RMCC, Lakewood, CO

- NPS RAP team co-coordinators: Danica Colley, 208-387-5296 or Christine Peters, 208-407-6558.

Burned Area Emergency Response Team (BAER)

All wildland fire management agencies are responsible for taking immediate and effective post wildfire site and resource stabilization actions designed to protect life and property and prevent further natural and cultural resource degradation while ensuring all environmental and legal mandates are met. Burned Area Emergency Response is an integral part of wildfire incidents.

BAER team mobilization decisions are based on incident complexity and values to be protected. Less complex incidents will use local, regional, interagency, and contracted ad hoc BAER teams and resources. Bureaus coordinators maintain rosters of BAER personnel for less complex incidents.

The Department of the Interior (DOI) maintains one National BAER Team to assist field units plan for complex post-fire emergency stabilization. The National BAER Team is scalable in long and short configurations. It may be ordered as command and general staff, or ordered as individual resources. The full National BAER Team is dispatched to more difficult incidents involving extreme risks to human life and critical Federal assets. Potential floods, mud and debris flows, watershed/municipal water supplies, urban interface, and complex and multiple jurisdictions are the dispatch prioritization criteria issues factored into the mobilization decision. Less complex incidents will use local, regional, interagency, and contracted ad hoc BAER teams. Bureaus coordinators maintain rosters of BAER personnel for less complex incidents.

Department of Interior

- The Department of the Interior (DOI) maintains a National BAER Team to assist field units in planning for immediate post wildfire site emergency stabilization. National BAER Teams are dispatched to more complex BAER incidents involving extreme risks to human life and critical Federal assets. Potential floods, mud and debris flows, watershed/municipal water supplies, urban interface, and complex and multiple jurisdictions are the dispatch prioritization criteria issues factored into the mobilization decision.
- National Interagency BAER Team resources are mobilized through established ordering channels. The core strategic full national team will consist of thirteen positions and is organized per a National Standard Operating Guide. Dispatch of the full national team will be coordinated using Team Dispatch Prioritization criteria in consultation with the national coordinators. The National BAER Team is scalable in long and short configurations and may also be ordered as command and general staff, or ordered as individual resources.

DOI National Burned Area Emergency Response Team Configuration

The initial callout of the full DOI National BAER Team will consist of no more than thirteen (13) positions:

- One (1) BAER Team Leader
- One (1) Deputy BAER Team Leader
- One (1) BAER Environmental Specialist
- One (1) BAER Documentation Specialist
- Two (2) BAER Geographic Information Specialist (GIS)
- One (1) BAER Hydrologist
- One (1) BAER Soil Scientist
- One (1) BAER Geologist
- One (1) BAER Biologist
- One (1) BAER Forester
- One (1) BAER Cultural Resource Specialist
- One (1) BAER Botanist

DOI Burned Area Emergency Response Team Mobilization Process

The ordering unit must make contact with their agency Regional/State BAER Coordinator before placing an order for the National BAER team.

During National Preparedness Levels 1-3, the ordering unit's agency administrator will coordinate any potential full National BAER Team assignment with the concurrence of the agency National BAER Coordinator and National Interagency BAER Team Leader, after making contact with their agency regional/state BAER coordinator.

During National Preparedness Levels 4-5, full national BAER Team assignments will be coordinated through the National BAER Coordinators with the concurrence of the National Multi-Agency Coordination Group (NMAC), after making contact with their agency regional/state BAER coordinator.

NICC will notify the National BAER Coordinator-in-charge for any National BAER Team call-out (in order of contact):

Lou Ballard (National Coordinator)	FWS	208-387-5584
Rich Schwab (National Coordinator)	NPS	202-513-7129
Darryl Martinez (Acting National Coordinator)	BIA	505-563-3369
James Bowmer (Acting National Coordinator)	BLM	202-912-7220

USDA Forest Service

- The USDA Forest Service (FS) maintains BAER teams at the local units. BAER personnel are dispatched at the local unit.

National Fire Prevention and Education Teams (NFPET)

The mission of National Fire Prevention and Education Teams (NFPETs) is to provide unit and agency managers with skilled and mobile personnel which have the ability to supplement or enhance ongoing local wildfire prevention and education activities, where hazard or risk is, or is expected to be, elevated above normal. Ordering NFPETs for normal, routine, or project work should be discouraged.

Teams are highly effective in their ability to reduce unwanted human-caused wildland ignitions and are equipped to rapidly complete on-site prevention assessments and plans, initiate implementation of such plans, and to begin immediate prevention and education activities.

NFPET Configuration

A basic team is composed of three personnel with these minimum qualifications:

- PETL – Fire Prevention Education Team Leader
- PETM – Fire Prevention Education Team Member

PIO2 – Public Information Officer Type 2 Actual team composition may include additional support positions, as determined jointly by the team leader and the ordering unit, on a case-by-case basis, based on the team's anticipated tasking.

The assignment of PETL and PETM trainees is encouraged. If the use of trainees is authorized by the ordering unit, priority for assignment is to be given to trainees selected by the team's NFPET Geographic Area Coordinator or the ordering unit's Geographic Area priority trainee program, where applicable.

Requests for National Fire Prevention and Education Teams will be placed through established ordering channels in ROSS using an Overhead Group Request. The NFPET Geographic Area Coordinators listed below will work with Geographic Area Coordination Centers to fill team orders.

NFPET Coordinators

Geographic Area	Geographic Area Coordinator	Alternate
Great Basin	Julie Campbell Work: (801) 625-5718 Cell: (801) 389-3200 jcampbell@fs.fed.us	
Eastern	Maureen Brooks Work: (610) 557-4146 Cell: (610) 742-7614 mtbrooks@fs.fed.us	
Northern Rockies	Rita Chandler Work: (406) 329-3409 Cell: (406) 370-0000 rgchandler@fs.fed.us	
Northwest	Lauren C. Maloney Work: (503) 808-6587 Cell: (503) 329-3068 lmaloney@blm.gov	Karen Curtiss Work: (541) 383-5583 Cell: (541) 480-8246 kcurtiss@fs.fed.us
California	Barb Geringer-Frazier Work: (707) 562-9167 Cell: (707) 656-6080 bgeringerfrazier@fs.fed.us	
Rocky Mountain	Carmen Thomason Work: (307) 775-6020 Cell: (307) 331-3103 cthomaso@blm.gov	Sheryl Page Work: (719) 553-1638 Cell: (303) 809-9860 slpage@fs.fed.us

Geographic Area	Geographic Area Coordinator	Alternate
Southern	Lex Gabaldo Work: (404) 347-3734 Cell: (775) 443-7145 agabaldo@fs.fed.us	Paul Gellerstedt Work: (404) 347-7626 Cell: (303) 809-9860 pgellerstedt@fs.fed.us
Southwest	Dennis Fiore Work: (505) 842-3203 Cell: (505) 270-9666 djfiore@fs.fed.us	
National	Gwen Beavans Work: (202) 205-1488 Cell: (404) 561-2643 gbeavans@fs.fed.us	

Wildland Fire and Aviation Safety Teams (FAST)

Wildland Fire and Aviation Safety Teams assist Agency Administrators during periods of high fire activity by assessing policy, rules, regulations, and management oversight relating to operational issues. They can also provide the following:

- Guidance to ensure fire and aviation programs are conducted safely.
- Review compliance with Occupational Safety and Health Administration (OSHA) abatement plans, reports, reviews, and evaluations.
- Review compliance with Interagency Standards for Fire and Aviation Operations.

Wildland FASTs can be requested to conduct reviews at the local, state, and geographical levels. If a more comprehensive review is required, a National FAST can be ordered through established ordering channels to NICC using an Overhead Group request.

Wildland FASTs will be chartered by their respective Geographic Area Multi-Agency Coordinating Group (GMAC), with a delegation of authority, and report back to the GMAC.

The team's report includes an executive summary, purpose, objectives, methods and procedures, findings, recommendations, follow-up actions (immediate, long-term, and national issues), and a letter delegating authority for the review. As follow-up, the team will gather and review all reports prior to the end of the calendar year to ensure identified corrective actions have been taken. FAST reports should be submitted to the Geographic Area, with a copy to the Federal Fire and Aviation Safety Team (FFAST) within thirty (30) days.

FAST Configuration

FASTs include a Team Leader, who is either an Agency Administrator or Fire Program Lead with previous experience as a FAST member; a Safety and Health Manager; and other members with a mix of skills from Fire and Aviation Management.

FAST Mobilization Process

FASTs are requested through established ordering channels to the GACCs, for reviews at the local, State/Regional or Geographic Area level. If a more comprehensive review is required, a National FAST can be ordered through NICC. FASTs are ordered using an Overhead Group request.

Aviation Safety and Assistance Team (ASAT)

Aviation Safety and Assistance Teams enhance safe, efficient, and effective aviation operations. An ASAT provides assistance to unit and aviation managers, flight crews, and incident management teams for increasing, ongoing or declining incident aviation activity. ASATs assist and review helicopter and/or fixed wing operations on wildland fires. During high levels of aviation activity, it is advisable to request an ASAT.

If an ASAT cannot be filled internally, the request may be placed with NICC through established ordering channels using individual overhead requests. ASATs receive an assignment briefing with management concerns and/or issues identified in a letter delegating authority, which establishes the roles of the team and its expectations. The teams will provide daily feedback to the person(s) identified in the delegation of authority. Teams will conduct an exit briefing and will provide a written report prior to demobilization.

ASAT Configuration

The following configuration, or a similar combination of positions based upon the needs of the ordering unit, will be used when ordering an ASAT.

- THSP – Aviation Safety Manager
- THSP – Operations Specialist (helicopter and/or fixed wing)
- THSP – Pilot Inspector
- THSP – Maintenance Inspector (optional)
- THSP – Avionics Maintenance Inspector (optional)
- Aircraft Dispatcher (optional)

ASAT Mobilization Process

ASAT members are requested through established ordering channels to the GACC.

Serious Accident Investigation Teams (SAIT)

Serious Accident Investigation Teams are mobilized to investigate serious wildland fire accidents. Serious wildland fire accidents are defined in the Interagency Standards for Fire and Fire Aviation Operations, Chapter 18. Team members ordered through established channels will be mobilized as THSPs. Requests for SAIT members mobilized through established ordering channels will be placed using individual overhead requests.

Normal SAIT Configuration is as follows:

- THSP – Team Leader
- THSP – Chief Investigator
- THSP – Advisor/Safety Manager
- THSP – Interagency Representative
- THSP – Subject Matter Expert (experienced in specialized occupation)
- PIO – Public Information Officer

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CHAPTER 30 CREWS

Crews will be ordered by a standard type. Three (3) types exist for National or interagency assignments. They are; Type 1, Type 2, and Type 2 with IA (initial attack) capability.

NIFC Forest Service has contracted nationally for T-2IA Crews (National Contract Resources, or NCR). National Contract Resources (NCR) are hosted by local units (Host Unit Coordination Centers, or HUCC) which are contractually required to utilize dispatch priorities when mobilizing crews, as outlined in section C.7 of the National Type-2IA Firefighter Crew Contract. See the following website for further details:

<https://www.fs.fed.us/fire/contracting/crews/crews.htm>

Type 1 Interagency Hotshot Crews

For a complete list of all Type 1 Interagency Hotshot Crews, refer to the following web site:

https://www.fs.fed.us/fire/people/hotshots/IHC_index.html

Minimum Crew Standards for National Mobilization

For a detailed description of minimum crew standards see Interagency Standards for Fire and Aviation Operations, Chapter 13, Firefighter Training and Qualifications at:

<https://www.nifc.gov/PUBLICATIONS/redbook/2018/Chapter13.pdf>

Type 1 Crews:

Crews that meet minimum standards identified within the Wildland Fire Incident Management Field Guide, PMS 210, January 2014, <https://www.nwcg.gov/publications/wildland-fire-incident-management-field-guide>

Interagency Hotshot Crews (IHC) are a Type 1 Crew that exceeds the Type 1 Standards as required by the National IHC Operations Guide (revised 2011). Interagency Hotshot Crews require appropriate Federal or State agency sponsorship and a recommendation by their respective Geographic Area Coordinating Group for inclusion into the National Interagency Mobilization Guide. NICC will maintain availability status of Type 1 Crews, but will not recognize internal Geographic Area rotations of these crews.

Type 1 Crews attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused. Type 1 Crews normally come equipped with hand tools. There may be occasions when Type 1 Crews transported by air do not arrive with hand tools. If tools are needed, they should be ordered separately as supply items.

When Type 1 Crews are transported by aircraft, the receiving unit should be prepared to provide the following:

- Crew transportation.
- Vehicle to transport saws, fuel, and hand tools separate from crew transportation.
- Fire equipment (minimum two (2) cases of fuses).
- Chain saws (four (4) kits).
- Saw fuel (ten (10) gallons, unmixed).
- Bar oil (five (5) gallons).

Type 2 and Type 2 IA Crews:

Crews that meet minimum standards identified within Wildland Fire Incident Management Field Guide, PMS 210, January 2014, <https://www.nwcg.gov/publications/wildland-fire-incident-management-field-guide>

Type 2 Crews will be ordered as Type 2 or Type 2 IA. In addition to the Type 2 minimum standards, Type 2 IA Crews can be broken up into squads and have three (3) qualified sawyers.

Type 2 and Type 2IA Crews ordered through NICC DO NOT come with chain saws or hand tools when transported by air. If chain saws or hand tools are needed, they should be ordered separately as supply items.

Units sending Type 2 and Type 2 IA Crews will determine the ratio of crews to Crew Representatives (CREP) needed for a given assignment. Depending on the assignment, ratios of 1:1 to 1:4 may be appropriate. These responsibilities can be met by an Interagency Resource Representative (IARR) as well. A CREP assigned to Type 2 or Type 2 IA Crew will remain with the crew from the initial dispatch until the crew is released to home unit. CREPs are not required for agency regular crews.

Standard crew size is twenty (20) people maximum and eighteen (18) people minimum (including Crew Boss, Crew Representative, and trainees).

All equipment will be inspected and weighed at time of mobilization to ensure adherence to safe transportation procedures.

All crew personnel mobilized and demobilized outside the local unit through NICC will be identified on a crew manifest form. Crew supervisors will maintain a minimum of four (4) accurate copies of this form at all times. Crew weights will be manifested separate from personal gear and equipment weights. The crew supervisor or CREP will ensure compliance with weight limitations.

Anytime a Geographic Area or State has committed four (4) or more crews, an Interagency Resource Representative (IARR) can be sent by the sending unit or the receiving unit can request them. For each IARR sent, it is the responsibility of the sending GACC to mobilize, demobilize, and ensure proper notification is made to the receiving GACC. An IARR mobilized to incident assignments away from their home unit should have the ability to be fiscally self-sufficient. If the IARR is not self-sufficient, the receiving unit must be notified in advance so they can be prepared to support them.

CHAPTER 40

EQUIPMENT AND SUPPLIES

All Equipment and Supply Orders will follow established ordering procedures (Type 1, 2, 3 incidents), except for the redistribution of supplies within the National Fire Equipment System (NFES). Redistribution of excess supply items will be coordinated by the designated NFES Cache Manager(s). Cache orders will be filled to meet timeframes specified, using the most economical service. All NFES cache items are shipped ready for fireline use.

Equipment/Supplies Mobilization

Contracted resources awarded under a competitive solicitation process shall be mobilized using established dispatch priority lists (DPLs) within their local dispatch area before at-incident agreements are issued. All requests for Contracted equipment shall be ordered through the Host Dispatch Centers identified in the agreement and using established dispatch ordering channels. Contracted resources shall not be held in reserve as a contingency force in a non-pay status when that resource is available.

Examples of Equipment resources are:

- National Contract Mobile Food Services (Caterers).
- National Contract Mobile Shower Facilities.
- Rolling Stock – engines, water tenders, dozers, etc.

Supplies are identified as materials or goods not defined in any other resource or service category.

Examples of Supplies resources are:

- NFES items
- Mobile Cache Vans
- Local Purchase

Equipment/Supplies Demobilization

When demobilizing contracted tactical equipment, contractors awarded Incident Blanket Purchase Agreements (I-BPAs) as a result of competitive solicitations, shall be given priority to remain on the incident over tactical equipment with incident-only EERAs, unless the Incident Commander determines it necessary to deviate based on a specific incident need or objective. This applies to contracted tactical equipment only, and not all contracted resources.

Release information for equipment and accountable supply items must be promptly relayed through ROSS.

National Interagency Support Cache Ordering Procedures

- The National Interagency Supply Cache Coordinator (NISCC) can be activated when activity warrants, but is always activated at the higher PLs
- Orders for cache restock will be placed directly between National Interagency Support Caches until the NISCC position is activated at NICC.
- When the NISCC is activated at NICC, all cache restock orders from National Interagency Support Caches will be placed with the NISCC. Based on national priorities, the NISCC will forward requests to the appropriate National Interagency Support Cache(s) for processing.

The Cache to Cache Restock process should be utilized before large replacement supply orders are procured through other sources. Large replacement supply orders will be coordinated by a representative from the NFES at all planning levels to avoid overstocking the system.

NFES Items in Short Supply

- NICC, in cooperation with NISCC, will advise all incident support agencies of those items in high demand with limited quantities and will distribute this information through the NFES Managed Items List.
- Identified items on the NFES Managed Items List will be requested through established ordering channels and will be coordinated through the NFES Representative at NIFC.

Field Office Replenishment During Fire Season

Agencies will place orders to their servicing National Interagency Support Cache. Replenishment orders must be the result of fire management activities and must be accompanied with the appropriate cost code.

Field Office Replenishment Outside of Fire Season

Whenever possible, field offices must order directly from DLS for those items stocked in the Federal Supply System. All other items will be ordered directly from suppliers unless individual agency instructions prevail.

Incident Replacement of NFES Items

Prior to release from an incident, personnel may request replacement of equipment and supplies that were consumed, lost, damaged or rendered unserviceable on the incident.

The IMT or other incident personnel may authorize replacement of items at the incident if available, or by approving an Incident Replacement Requisition; OF-315/NFES 001300 for replacement of NFES items by the incident's servicing cache. Should the replacement of the approved items not be feasible prior to demobilization of the requesting resource, the incidents servicing cache will forward the request to the resources servicing cache. Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate incident replacement requisition to be processed by the home unit. Please refer to the current Interagency Incident Business Management Handbook (Chapter 30) for procedures dealing with replacement of non-NFES supplies and equipment.

Local Unit Incident Replacement: Type 3 and Type 4 Incidents

The hosting units' Agency Administrator or authorized representative must approve all replacement requests.

Incident to Incident Transfer of Equipment and Supplies

Transfer of equipment and supplies between incidents, including those operating under Area Command authority, may occur only with proper documentation so accountability is maintained. Transfer of communications equipment creates safety concerns by increasing the risk of frequency conflict and the possibility of damaged equipment or equipment not tuned being utilized. This may only be done with approval of the NIRSC Communications Duty Officer (CDO).

National Incident Radio Support Cache (NIRSC)

NIRSC is a National Resource composed of multi-channel radio systems and kits available for complex incident communications. The priority use of NIRSC radio systems and kits are for active incidents. All radio systems and kits must be returned to NIRSC as soon as the incident has demobilized. A National Communications Duty Officer (CDO) is available at NIRSC throughout the year. Geographic Area Frequency Managers, Communication Coordinators (COMC), and Incident Communication Unit Leaders (COML) will coordinate with NICC, the Geographic Area, and the NIRSC CDO on all telecommunication issues.

NIRSC stocks NFES 004390 Starter Systems, which will provide the initial Command/Tactical, Air Operations, and Logistical communications requirements of a single incident. Individual kits are available to supplement Starter Systems or to provide support for smaller incidents. The NIRSC CDO can provide assistance in determining a specific incident's communication requirements.

NIRSC radios are synthesized and contain both FS and DOI frequencies. FS and DOI frequencies are not "cleared" nationally. Other agencies use these frequencies and, in some cases, in very critical and sensitive areas. All frequencies must be approved for the areas where they will be used. Any of the national frequencies (FS or DOI) are not to be used without prior coordination with the NIRSC CDO.

NIRSC issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIRSC will order additional temporary FM frequencies from DOI and FS – WO as needed. Government users may not use Family Radio Service (FRS) for communications on any planned or ongoing incident.

For a complete listing of NIRSC telecommunications components, refer to the National Incident Radio Support Cache User's Guide, NFES 000968

<https://www.nifc.gov/NIICD/docs/NIRSCUsersGuide.pdf> or the NWCG Fire Supplies and Equipment Catalog, Part 1, NFES 000362 (<https://www.nwcg.gov/node/15147>).

Radio Ordering

Requests for NIRSC radio systems and kits will be placed in ROSS with NICC through established ordering channels. To insure proper frequency coordination, the ordering office must include a Needed Date/Time, Latitude and Longitude of the incident, shipping address and receiving incident phone number. For shipping purposes a physical address which includes a street name and number, city, state, and zip code is required.

Each Geographic Area may order up to four (4) Starter Systems for preposition during their established fire season. The NIRSC CDO must be contacted at 208-387-5644 when an order for a Starter System is received for an incident. The CDO will identify which prepositioned Starter System will be assigned to the incident. A replacement Starter System may be requested after commitment of a prepositioned Starter System. Replacement Starter Systems may not be filled where congestion of spectrum is an issue. In these instances, special frequency Starter Systems will be built on an as needed basis and shipped to the incident.

Radios will be used as received without modification. Defective radio equipment will be immediately returned to NIRSC for maintenance. To maintain quality and quantity for the field, each Starter System or kit will be returned to NIRSC for rehabilitation immediately after each assignment. The incident or unit charged with custody of the radio equipment is responsible for a complete inventory of that equipment upon return from the incident.

Prepositioned radio systems and kits will be returned to NIRSC as soon as the need has diminished or annually for preventative maintenance. Prepositioning NIRSC radio systems and kits longer than six (6) months requires NIRSC approval.

Frequency and Radio Demobilization

Temporary frequencies and any radio equipment with temporary frequencies will be released first due to licensing requirements. NIRSC radio systems and kits should be inventoried, sealed, and returned promptly to NIRSC/NIFC. Do not stockpile kits. Spare seals are supplied in each box. Incidents are responsible for ensuring all radio systems or kits are returned or accounted for on a Property Loss Statement.

Incident Remote Automatic Weather Stations, (IRAWS-NFES 005869)

Seventy-five (75) IRAWS are cached at the Remote Sensing Fire Weather Support Unit for response to wildland fires and other projects requiring environmental monitoring. For specific use and description, refer to the NWCG Fire Supplies and Equipment Catalog, Part 1, NFES 005869. The availability of equipment and associated technician support depends on a variety of factors. Prior phone coordination with the National Interagency Fire Center Remote Weather/Fire Weather Support Unit (RSFWSU) at (208) 387-5726 is recommended.

Requests for IRAWS will be placed with NICC through established ordering channels. Any necessary IRAWS technicians, vehicles, or air transportation required for mobilization and demobilization will be coordinated through NICC. RAWs Technicians will accompany the IRAWS when mobilized and do not require a separate Overhead request to be tracked. When ordering for wildland fire incidents, coordinate IRAWS requirements with an IMET if one is assigned. For further information on the IRAWS units, contact the Remote Sensing/Fire Weather Support Unit RAWs Coordinator at 208-387-5726. Upon release from the incident, the IRAWS will be returned to NIFC via the most expeditious method available.

Smoke Monitoring Kit, (Kit – Smoke Monitor – E-Sampler, NFES 005840)

Smoke Monitor Kits should be requested through ROSS as a Supply request. Kit information, primary contacts, and ordering instructions can be found at the following link:

<https://wildlandfiresmoke.net/smoke-monitoring/ordering-instructions.html>

National Contract Mobile Food Services and National Contract Mobile Shower Facilities

For a complete listing of the Schedule of Items and contract specifications for the National Mobile Food Service Contract and National Mobile Shower Facilities Contract, refer to the current National Contract Mobile Food Services publication, NFES 001276, and the National Contract Mobile Shower Facilities publication, NFES 002729. This information can also be found at the following web site: <https://www.fs.fed.us/fire/contracting/>

National Contract Mobile Food Service Units

Any time mobile food services are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies are obligated to order services from the National Mobile Food Services Unit (MFSU) Contractors any time (1) the number of people to be fed is at or above 150 persons per meal and (2) the headcount is estimated to remain at those numbers, or greater, for at least seventy-two (72) hours from when the headcount first reaches 150 per meal, provided that the Contractors can reasonably meet the incident's needs and required time frames. MFSU Contractors will be given the opportunity to provide three meals per day unless other arrangements are mutually agreed to with the FDUL or the needs of the incident require different meal options such as Meals Ready to Eat (MRE).

MFSU also may be ordered for other types of incidents at the Government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures at Section C.2 of the National Mobile Food Services Contract will be followed for all orders. For additional information, refer to the National Mobile Food Services Contract publication or the on the web at: <https://www.fs.fed.us/fire/contracting/food/food.htm>

National Contract Mobile Shower Facilities Units

Any time mobile Shower Facilities are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies (see Section J.10, National Mobile Shower Facilities Contract), are obligated to order services from the National Mobile Shower Facilities Contractors, provided that the Contractors can reasonably meet the incident's needs and required time frames (See Section C.2, 2.2, National Mobile Shower Facilities Contract). Mobile Shower Facility Units also may be ordered for other types of incidents, at the Government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures at Section C.2 will be followed for all orders. For additional contract information, refer to the National Mobile Shower Facilities Contract publication or on the web at:

<https://www.fs.fed.us/fire/contracting/shower/shower.htm>

National Contract Mobile Food Services and Shower Facilities Mobilization

All National Contract Mobile Food Service Units and Mobile Shower Facility Units in the lower 48 States are ordered through and mobilized by NICC through established ordering channels.

- Requests for Mobile Food Service Units and Mobile Shower Facilities require a completed Mobile Food & Shower Service Request Form. See Chapter 80 or https://www.nifc.gov/nicc/logistics/coord_forms/Food_Shower_Request_Form.pdf

If an incident has a need for additional mobile food service units or shower facilities units, the request will be placed with NICC through established ordering channels. NICC will determine and assign the appropriate units to all Federal wildland fire incidents.

When necessary, as determined by the incident, a Contracting Officer's Technical Representative (COTR) may be ordered through the appropriate Geographic Area. If the Geographic Area is unable to provide a COTR, the order will be placed through NICC. Once the unit is operating smoothly, the COTR may be demobilized from the incident through the appropriate dispatch channels.

National Contract Mobile Food Services and Shower Facilities Reassignments

All requests to reassign National Contract Mobile Food Services or Shower Facilities units will be placed with NICC through established ordering channels. All reassignments of National Contract Mobile Food Services and Shower Facilities units will be communicated to the vendor by NICC.

National Contract Mobile Food Services and Shower Facilities Demobilization

All release information will be entered into ROSS within fifteen (15) minutes of demobilization. Contractors may take twenty-four (24) hours to rest and replenish supplies within the local area after release. After twenty-four (24) hours, contractors must return to the unit's designated dispatch point.

Engines and Water Tenders

The tables list the NWCG type minimum requirements for engines and water tenders. Please use these types when requesting engines and water tenders.

Engine ICS Typing

Requirements	Engine Type						
	Structure		Wildland				
	1	2	3	4	5	6	7
Tank minimum capacity (gal)	300	300	500	750	400	150	50
Pump minimum flow (gpm)	1000	500	150	50	50	50	10
@ rated pressure (psi)	150	150	250	100	100	100	100
Hose 2½"	1200	1000	—	—	—	—	—
1½"	500	500	1000	300	300	300	—
1"	—	—	500	300	300	300	200
Ladders per NFPA 1901	Yes	Yes	—	—	—	—	—
Master stream 500 gpm min.	Yes	—	—	—	—	—	—
Pump and roll	—	—	Yes	Yes	Yes	Yes	Yes
Maximum GVWR (lbs.)	—	—	—	—	26,000	19,500	14,000
Personnel (NWCG min.)	4	3	3	2	2	2	2

— = Not applicable

NFPA = National Fire Protection Association

GVWR = gross vehicle weight rating

Water Tender ICS Typing

	Water Tender Type				
	Support			Tactical	
Requirements	S1	S2	S3	T1	T2
Tank Capacity (gal.)	4,000	2,500	1,000	2,000	1,000
Pump minimum flow (gpm.)	300	200	200	250	250
@ rated pressure (psi)	50	50	50	150	150
Maximum refill time (min.)	30	20	15	—	—
Pump and roll	—	—	—	Yes	Yes
Personnel (min.)	1	1	1	2	2

— = Not applicable

Note:

1. All types shall meet Federal, state, and agency requirements for motor vehicle safety standards, including all gross vehicle weight ratings (GVWR) when fully loaded.
2. Type 3 engines and tactical water tenders shall be equipped with a foam proportioner system.
3. All water tenders and engine Types 3 through 6 shall be able to prime and pump water from a 10-foot lift.
4. Personnel shall meet the qualification requirements of NWCG's National Incident Management System: Wildland Fire Qualification System Guide (PMS 310-1).

Common Additional Needs for Engines and Tenders (Request As Needed)

- All-wheel drive (includes four-wheel drive)
- High-pressure pump (250 psi at one-half flow of Type)
- Foam proportioner
- Compressed Air Foam System (CAFS) 40 cfm minimum
- Additional personnel

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CHAPTER 50

AIRCRAFT

NICC is the sole source for large transport aircraft holding Federal Aviation Regulations (FAR) Part 121 Certificates and for Type 1 and 2 Call-When-Needed (CWN) Helicopters.

Cooperator aircraft (State contracted, State owned, State managed National Guard aircraft, county, city, or other) may be used on federal fires under the following conditions:

- The pilot and aircraft have been approved in writing for the aircraft and the mission by either the FS or the Office of Aviation Services (OAS).
- There exists a written MOU (Memorandum of Understanding), Interagency Agreement, or other document that authorizes this use and payment for this use.
- The cooperator aircraft will be operated within any limits on its use established in the written approval.
- The cooperator aircraft will be used only in situations where federal aircraft are not reasonably available.
- The cooperator aircraft will be released when federal aircraft become reasonably available.
- Use of cooperator-owned aircraft prior to exhausting contracted resources must involve a “significant and imminent threat to life or property.”

Aircraft Mobilization

When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Aircraft assigned will become the receiving Area’s resource until released. The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omni-directional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, lead planes, and air attack aircraft. Airtankers and SEATs will be referenced by the airtanker number; e.g., T-00.

The following selection factors will be used when ordering aircraft:

- Airtankers: Loaded or empty (two [2] hour maximum flight when loaded, except for the VLATs).
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Appropriately carded.
- Special applications such as special-use flights, tundra pads, float, etc.

Initial Attack Load

When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in ROSS as “Load, Smokejumper, Initial Attack” on an Aircraft request. All Initial Attack Orders should be honored when smokejumpers are available.

Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in ROSS or by forwarding a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the jumpship is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the GACCs and NICC. GACCs pre-positioning smokejumpers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between the GACCs and NICC.

Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Aircraft delivering Initial Attack smokejumpers will return to the sending base or a designated airport before the end of the pilot’s daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

Aircraft Demobilization

Flight Following will be performed on all Government or exclusive use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no Government personnel or cargo is on board. All aircraft release information will be entered in to ROSS.

Flight Management Procedures

National Flight Following Frequency (168.6500 MHz)

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following, and confirm Automated Flight Following (AFF) on the National Flight Following frequency. All dispatch centers/offices will monitor the National Flight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

Types of flights:

Point-to-Point

Point-to-point flights originate at one developed airport or permanent helibase, with a direct flight to another developed airport or permanent helibase. These types of flights are often referred to as "administrative" flights. These flights require point-to-point approved pilots and aircraft. A point-to-point flight is conducted higher than 500 feet above ground level (AGL) except for takeoff and landing.

Mission Flights

Mission flights are those flights that do not meet the definition of a point-to-point flight. These types of flights are often referred to as "tactical" flights. A mission flight requires work to be performed in the air (such as retardant or water delivery, reconnaissance, smokejumper delivery, sketch mapping), or through a combination of ground and aerial work (such as delivery of personnel and/or cargo from a helibase to an unimproved landing site, rappelling, cargo let-down, or wild horse herding). The pilot and aircraft must be agency approved (carded) for the mission being performed.

FAA Flight Plans and Flight Following

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. The pilot shall close out the flight plan with the FAA once the flight is completed. FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time en route and close out with dispatch once the aircraft is on the ground to accomplish resource tracking.

Agency Flight Plans and Flight Following

Agency flight plans are the responsibility of the originating dispatch office and are documented on a Flight Request/Flight Schedule or an Aircraft Resource order for mission flights. For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and Radio Check-in. AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information). Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude and heading. Agency flight following is used for all mission flights. All aircraft operating on Agency flight plans shall monitor Air Guard. Helicopters conducting Mission Flights shall check-in prior to and immediately after each takeoff/landing per IHOG 4.II.E.2. For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, as a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time en route, souls and fuel on board and will close out with dispatch once the aircraft is on the ground. Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close

out a flight plan. If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions. Flight following problems are documented through the SAFECOM system.

NICC will resource track all aircraft crossing Geographic Area boundaries, which have been ordered through NICC on:

- Aircraft Orders
- Flight Requests
- IA Smokejumper Orders

Responsibilities

SENDING UNIT – The Sending Unit is the dispatch unit which sends the aircraft from the vendor or Government aviation unit.

RECEIVING UNIT – The Receiving Unit is the dispatch unit which is receiving the resource.

Responsibilities of the Sending Unit:

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and method of Flight Following (agency or FAA) to the Sending Unit's GACC via established ordering channels.
- Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any flight requiring stops en route to a destination, instruct the Pilot-In-Command or Flight Manager to contact NICC at (800) 994-6312. Aircraft support vehicles should contact NICC at fuel stops.

Responsibilities of Sending GACC:

- Sending GACC will relay the flight itinerary to NICC via email or fax.
- Notify NICC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search and rescue guides, as appropriate.

Responsibilities of NICC:

- Relay flight itinerary to the receiving GACC by email or fax.
- Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track tactical aircraft to specified destinations.
- Monitor flight plans for additional utilization.

Responsibilities of Receiving GACC:

- Relay flight itinerary to the Receiving Unit by email or fax.
- Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty (30) minutes.
- Confirm arrival of all tactical aircraft to NICC by telephone; notify NICC of any aircraft overdue by more than thirty (30) minutes.

- Assist with search procedures for overdue aircraft. Utilize agency aircraft search and rescue guides, as appropriate.

Responsibilities of Receiving Unit:

- Confirm arrival of all tactical aircraft by telephone to Receiving GACC.
- Notify Receiving GACC of any delays of a flight plan exceeding thirty (30) minutes; notify receiving GACC of any aircraft overdue by more than thirty (30) minutes.
- Initiate/assist with search procedures for overdue aircraft. Utilize agency aircraft search and rescue guides, as appropriate.

Automated Flight Following (AFF) Requirements and Procedures

AFF reduces the requirement to “check in” via radio every 15 minutes, and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

Requirements to Utilize AFF:

- Automated flight following does **NOT** reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight.
- Procedures for flight requests, ordering aircraft, requirement for a Flight Manager, etc., are the same as radio check-in procedures.
- The aircraft must be equipped with the necessary hardware (transmitter and antenna).
- The dispatch office responsible for the flight following must have a computer connected to the Internet immediately available to them in the dispatch office. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.
- Training: The flight following dispatcher must have a working knowledge of the automated flight following program (Web tracker) and must have a current username and password for the automated flight following system.

Procedures for Utilizing AFF:

- When an aircraft is ordered, or a user requests flight following from a dispatch office, and the above listed requirements are met automated flight following shall be utilized.
- The dispatch office will log on to the automated flight following web site, verify that the aircraft icon is visible on the screen, and be able to quickly monitor this page at any time during the flight.
- The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- The pilot will relay the flight itinerary, ETD, ETA and fuel on board to the dispatch center.
- When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating “Nxxxx off (airport or helibase name), ATD, SOB, FOB and ETE on AFF”. Dispatch office shall respond “Nxxxx, (dispatch call sign) AFF.” This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can “see” the aircraft on the computer screen. If there is a problem at this point, change to radio 15-minute check-in procedures until the problem is resolved.

- If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned and briefed flight route, the pilot will contact the dispatch office via radio with the changed information.
- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and monitor the computer at a minimum and document, for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. If radio contact is made after a lost signal, flight may continue utilizing 15-minute radio check-ins for flight following. (During tactical operations below 500' a periodic red indication is normal and does not necessitate an 'immediate' contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- When the aircraft has completed the flight and landed, the pilot or flight manager (passenger, observer, Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone informing them that they are on the ground.
- If the flight will cross "traditional dispatch boundaries," the originating dispatch office must coordinate with affected units, and establish if the aircraft will be flight followed for the duration of the flight from the originating office or handed off when the border is crossed. Either option is acceptable but must be communicated and understood between dispatch offices and pilots/flight managers.

Additional information about AFF can be found at: <https://www.aff.gov/>

Airtankers

Airtankers are National Resources and their primary mission is initial attack operations. The NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., Airtanker Bases and Local Dispatch Centers) that are required for the mobilization of national assets (i.e. Airtankers, Lead Planes, ASMs, and Type 1 and 2 Helicopters) are staffed and maintained to support mobilizations. When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, request(s) will be placed with NICC. Large Airtanker initial attack agreements between neighboring unit level dispatch centers are valid only where proximity allows the airtanker to respond loaded direct to the incident.

There are five (5) types of airtankers:

<u>Type</u>	<u>Capacity (Minimum)</u>
VLAT	8,000 gallons or more
1	3,000 to 7,999 gallons
2	1,800 to 2,999 gallons
3	800 to 1,799 gallons
4	Up to 799 gallons

Airtanker Management

To ensure consistent utilization, rotation and management of the national airtanker fleet, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources. <https://www.nifc.gov/PUBLICATIONS/redbook/2018/Chapter16.pdf>

Airtanker Use in Optional and Post Season Periods

Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification.

The following process is used to activate airtankers during the Post Season and Optional Use periods:

- The requesting GACC will place request(s) for airtankers with NICC.
- NICC will notify the National Airtanker Program Manager (NATPM) or designated representative of request(s).
- The NATPM or designated representative and NICC will determine the availability of airtankers and will notify the national airtanker inspector(s), if needed. The CO or designated representative will notify the Contracting Officer's Representative (COR) of the contract item to be activated.
- NICC will notify the GACC of the airtanker activation.
- NICC will request the airtanker from the appropriate vendor once approved by the CO.

Modular Airborne Firefighting Systems (MAFFS)

- Objectives
MAFFS provides emergency capability to supplement commercial airtankers on wildland fires.
- Policy
MAFFS are National Resources and are used as a reinforcement measure when contract airtankers are committed or not readily available. MAFFS will be made available to assist foreign governments when requested through the Department of State or other diplomatic Memorandum of Understanding (MOU).
- Responsibility
Geographic Areas are responsible for ascertaining all suitable commercial airtankers are assigned to wildland fires or committed to initial attack before placing a request for a MAFFS Mission to NIFC. For additional information, see the MAFFS Operating Plan.
- NIFC Responsibility
NIFC is responsible for ascertaining that all suitable commercial contract airtankers nationally are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When this occurs, the Duty Coordinator will notify the FS Assistant Director for Operations, NIFC. The FS Assistant Director for Operations or his/her acting, NIFC, or in his/her absence, the FS Assistant Director for Aviation, Fire and Aviation Management Washington Office, is responsible for initiating a MAFFS mission. Once approval is given, the NICC Manager activates the request through proper DOD channels.

After the initial contact has been made, the NICC will submit a Request for Assistance (RFA) to the DOD Liaison at NIFC. The Governors of California, and Wyoming, may activate their respective Air National Guard Units having MAFFS equipment and qualified crews for State-controlled fires. Approval for use of MAFFS equipment must be obtained from the FS Assistant Director for Operations, NIFC, prior to this activation.

When MAFFS are activated by a governor, the FS Regional Office for that State will assign an accounting code for the incident.

- Ordering Criteria
 - FS domestic requests will be placed through established ordering channels to NICC.
 - NICC will place a Request for Assistance (RFA) to the Region X Defense Coordinating Officer (DCO).
 - The requesting Geographic Area needs to order the following support:
 - One (1) each MAFFS Liaison Officer (MLO aka MAFF) and 1 each MLO trainee
 - One (1) each Airbase Radio Kit (NFES 4660)
 - One (1) each MAFFS Communications Specialist (THSP)
 - One (1) each Assistant MAFFS Liaison Officer.
 - One (1) each MAFFS Airtanker Base Manager (MABM) and 1 each MABM trainee
 - Logistics, Finance, and Information personnel
 - MAFFS Operations must also include a MAFFs qualified Lead Plane.

The Receiving Unit must be prepared to provide administrative support (procurement, motel rooms, phones, office space, clerical and timekeeping support, transportation) to accommodate as many as twenty-six (26) people per two (2) aircraft. Refer to the current MAFFS Operating Plan for specifics.

Water Scoopers

Water scooper's primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Single Engine Airtankers (SEATs)

Federal and/or State contracted SEATs are managed under either an Exclusive Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The Federal On-Call contract SEAT module includes a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. If the ordering office cannot provide a SEAT Manager for a SEAT, the SEAT Manager will be requested on an Overhead order.

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or Geographic Area Coordination Centers hiring or releasing SEATs will notify the

National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the BLM National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the Dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction. Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National Seat Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide as well as maintaining current status, location and utilization of Federal and State contracted SEATs throughout the Nation.

DOI Nationally funded SEATs will have their ROSS status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available “National” in ROSS. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

For additional information and SEAT reporting requirements, see the Interagency SEAT Operations Guide (ISOG), <https://www.nwcg.gov/sites/default/files/publications/pms506.pdf>. The National SEAT Coordinator can be reached at 208-387-5419, or via email at blm_fc_seat@blm.gov.

Lead Planes and Aerial Supervision Modules (ASM)

Lead Planes and Aerial Supervision Modules are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when ordered by NICC, if not currently committed to fires. Requests for lead planes may be filled with an ASM.

The ASM is a fixed wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness. For a list of all Lead Planes/Aerial Supervision Modules, refer to the following web site:

https://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

Smokejumper Aircraft

For a list of all Smokejumper Aircraft, refer to the following web site:

https://www.nifc.gov/nicc/logistics/references/Smokejumper_Aircraft.pdf

Tactical and Reconnaissance Aircraft

Air Tactical and reconnaissance aircraft are on Call-When-Needed (CWN) and Exclusive Use Contracts solicited and inspected by the OAS and other federal agencies. They are available for interagency use and will be requested through established ordering channels. The ordering office may request the aircraft with specific avionics equipment as shown below.

Required Equipment	Type 1	Type 2	Type 3	Type 4
Aeronautical VHF-AM radio transceivers	2 each	2 each	2 each	2 each
Aeronautical VHF-FM radio transceivers	2 each	1 each	1 each	N/A
Transponder & altitude encoder	Yes	Yes	Yes	Yes
Panel Mounted or Aviation Handheld GPS	1 each	1 each	1 each	1 each
TAS (DOI)	Yes	N/A	N/A	N/A
Separate audio control systems for pilot and ATGS	Yes	Yes	N/A	N/A
An audio control system	N/A	N/A	Yes	Yes
Audio/mic jacks with PTT capability in the rear seat connected to the co-pilot/ATGSs audio control system	Yes	Yes	N/A	N/A
An intercommunication System	Yes	Yes	Yes	Yes
AUX-FM provisions	Note 1	Note 1	N/A	N/A
AFF	Yes	Yes	Yes	Yes
2 – aeronautical VHF-FM antennas	N/A	N/A	N/A	Yes
An accessory power source	N/A	N/A	N/A	Yes
A portable Air Attack kit (Note 2)	N/A	N/A	N/A	Yes

Note 1: Type 1 and 2 aircraft must have either AUX-FM provisions or an additional aeronautical VHF-FM radio transceiver.

Note 2: Air Attack kits may be agency or contractor furnished.

Helicopters – Call-When-Needed (CWN)

- Type 3 helicopters are ordered through normal ordering channels and are dispatched either locally, or through Geographic Area Coordination Centers.
- With the exception of Alaska, all Type 1 and 2 helicopters are National Resources and will be dispatched by NICC.

There are two (2) categories of helicopters:

- Limited: No government personnel/passenger or internal cargo transport, lift only. See Interagency Helicopter Operations Guide, NFES 001885 for additional information.
- Standard: Government personnel/passenger and cargo hauling.
- When processing requests for helicopters, NICC will inform the requesting GACC of the contract type of the assigned resource: Exclusive Use or CWN. Exclusive Use Contract helicopters are mobilized complete with an assigned module. If the request is filled with a

CWN helicopter, the requesting Area must provide a module or order a module through NICC. A helicopter manager (HMGB) must be identified and confirmed in the Special Needs block before NICC assigns a CWN helicopter, with the exception of Alaska, due to the extended mobilization time of the aircraft from the Lower 48 to Alaska. CWN helicopter managers and/or modules will meet with their assigned helicopter off-site from the incident prior to performing work. The specific reporting location should be identified on the Resource Order, such as a Fixed Base Operator (FBO) or other easily located site. GACCs will obtain approval from NICC prior to reassigning Type 1 or 2 Helicopters to another incident.

Exclusive Use Contract Helicopters

- All FS Exclusive Use Type 1 and 2 Helicopters are contracted by NIFC.
- All Exclusive Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.
- Exclusive Use Contract Helicopters are dispatched locally by the Administrative Unit.
- When ordering helicopters with rappel or short haul capability, request the aircraft as normal and define the added capability in the “Special Needs” block of the Resource Order.

Periodically, Forest Service Type 1 and Type 2 Exclusive Use Helicopters not within their Mandatory Availability Period (MAP) are hired under their Exclusive Use Contract for optional use periods for incidents or projects. A modification to the Exclusive Use Contract is required for the duration of the incident assignment. The Exclusive Use Contract designates the COR and the Exclusive Use Helicopter Manager. If the designated FS Exclusive Use Helicopter Manager is not immediately available, the requesting Geographic Area will assign an available Exclusive Use Helicopter Manager to the helicopter until the designated Exclusive Use Helicopter Manager arrives at the incident. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the Exclusive Use Helicopter is being dispatched.

The BLM Type 1 Helicopter Program is currently a pilot project under evaluation and direction of the BLM National Office. This aircraft comes with a compliment of crewmembers and flight mission capabilities that are unique to this category of aircraft.

The BLM Type 1 Helicopter’s primary mission is initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires. In order to retain this helicopter and crew beyond initial attack for extended attack incidents, a request will be made to the GACC. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

Large Transport Aircraft

Large transport aircraft are National Resources and will be requested through NICC.

- Scheduling: Large transport aircraft arranged by NICC are requested on a per mission basis. Flight Following ATD/ETE will be relayed by the NICC Aircraft Desk for each flight leg.
- Requests for Large Transport: When requesting a large transport aircraft, the following information is required:
 - Number of passengers and/or cargo weight per destination, and combined total weight for the flight.
 - Pick-up point at jetport and time passengers and/or cargo are available to load. NICC requires 48 hour lead time to plan and schedule aircraft for demobilization flights.
 - Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.
 - Passengers must be weighed and manifested prior to boarding the aircraft.
 - Government or contractor support available at each airport, including contact person and telephone number.
 - All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.

Airborne Thermal Infrared (IR) Fire Mapping

Infrared equipment and aircraft are National Resources. All requests for infrared flights will be placed with NICC through established ordering channels no later than 1530 Mountain. All requests for infrared services will be on a ROSS aircraft request. Infrared Scanner Request Forms for infrared flights will be created at the National Infrared Operations (NIROPS) website at: <https://fsapps.nwcg.gov/nirops/users/login>. User accounts can be requested on this webpage. If the website is unavailable, a faxed Infrared Aircraft Scanner Request Form (See Chapter 80) will be submitted for each request. A qualified Infrared Interpreter (IRIN) must be confirmed or in place at the time of the infrared flight. IRINs typically work remotely from their home unit. When NICC has activated the National Infrared Coordinator position, IRIN assignments will be coordinated through this position on a NICC resource order.

NICC may assign these resources to a Geographic Area during lower Preparedness Levels (PL). When assigned to a Geographic Area, the GACC will provide a qualified IR Coordinator and provide for Flight Following of assigned aircraft. NICC will flight follow between Geographic Areas.

NICC will maintain the flight scheduling and priority setting for national infrared resources when competition exists.

Flight crews, when assigned to a Geographic Area, will coordinate with the using GACC's IR Liaison and IR Coordinator. The IR Coordinator will keep informed of mission priorities, flight times, etc.

Users of Infrared Services should be familiar with the contents of the National Infrared Operations Guide, available from the Infrared Operations Specialist at NIFC, (208) 387-5647. The objectives of the Infrared Program are:

- Primary: Provide infrared support and services to all agencies engaged in wildland fire activities.

- Secondary: Provide infrared support for other resource projects as priorities, time, and capabilities allow.

Infrared Aircraft

<u>Aircraft</u>	<u>Flight Rate Per Hour</u>
N144Z – Cessna Citation	\$ 1500
N149Z – King Air 200	\$ 1100

Rates are subject to change. For further information, contact the FS Region 4 Aviation Operations Office.

PERFORMANCE

N144Z Cessna Citation

- Block speed – 370 kts.
- IR Scanner speed – 300 kts.
- Fuel – Jet
- Endurance for infrared missions (2 Pilots, 1 Technician) 3.0 Hours (with reserves)
- Maximum take-off weight – 14,800 lbs.
- Runway – Hard surface, minimum 4,000 feet @ sea level
- Passenger configuration – 6 passengers + baggage

N149Z King Air 200 (Cargo Door)

- Block speed – 240 kts.
- IR Scanner speed – 220 kts.
- Fuel – Jet
- Endurance for infrared missions (2 Pilots, 1 Technician) 4 Hours (with reserves)
- Maximum take-off weight – 12,500 lbs.
- Runway – Hard surface, minimum 4,000 feet @ sea level
- Passenger configuration – 6-8 passengers + baggage
- Cargo configuration – 2,000 lbs. (2 Pilot), 2 + 30 hour endurance (with reserves)

Capabilities and Limitations:

- Infrared Scanners:
 - Infrared energy can penetrate smoke and haze, but is limited by clouds and fog. Infrared energy follows a line-of-sight path.
 - For best results, imagery should be taken between the hours of 2200-0200 and between one (1) hour after sunset and one (1) hour before sunrise. Imagery flights can be made at other times, but expect degradation in image quality. Fire detection is unaffected by time of day.
- Infrared Aircraft:
 - All USDA Forest Service infrared aircraft deliver imagery via FTP site transfer. Products produced by the infrared interpreter are posted on the NIFC ftp site at https://ftp.nifc.gov/incident_specific_data/.

Temporary Flight Restrictions, FAR 91.137 (TFR)

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The FAA requires that latitude/longitude information for TFRs (Temporary Flight Restrictions) must be provided in degrees, minutes, and seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two (2) zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmssN/ddmmssW or 450700N/1175005W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions. The Interagency Airspace Coordination Guide describes further how flight restrictions are requested and implemented and can be found at the following website: <https://www.nwcg.gov/committees/interagency-airspace-subcommittee/resources>

Temporary Flight Restrictions requests for all risk (non-wildfire) incidents should refer to the FAA's Airspace Management Plan (AMP) for Disasters located at <https://info.publicintelligence.net/FAA-DisasterAirspaceManagement.pdf>

Military Training Routes and Special Use Airspace that present conflicts with incident related aviation activities will be identified by local units. One source for this information is AP-1B, Flight Information Publication "Military Training Routes." Each dispatch office should download a current edition of the AP-1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight should be organized for easy and rapid utilization; i.e., displayed on local unit aviation hazard maps. Further direction may be obtained in the Interagency Airspace Coordination Guide.

Airspace Conflicts

Consult the Interagency Airspace Coordination Guide.

FAA Temporary Control Tower Operations

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when Air Operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases. FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a Resource Order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). There is a helpful checklist found in Chapter 11 of the Interagency Airspace Coordination Guide that aids in requesting a Temporary Tower.

Dedicated Radio Frequencies

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, "**Controlled Unclassified Information//Basic**". This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

FM, VHF, and UHF Frequencies:

NIRSC issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIRSC will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. **To insure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.**

AM Frequencies:

Initial attack AM air-to-air frequencies will be assigned by the NIFC Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones. When the tertiary assignment (if applicable) is used the NIFC CDO will be notified by phone or e-mail. VHF AM assignments are used for air-to-air communications, and are authorized only within the zone to which assigned. **IA assignments are not dedicated to project fires.**

To utilize the initial attack AM assignments to their fullest capabilities they should only be used on TFRs for the initial burning period, and after that a dedicated AM frequency should be ordered from the CDO through ROSS.

FM air-to-ground frequencies will be facilitated and coordinated by the NIFC CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIFC CDO. Updated frequency information for initial attack air to air, and air to ground is coordinated annually with the GACCs.

Incident requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels to NICC and are filled by the NIRSC CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Aviation frequencies are to be ordered on an Aircraft order as an “A” request.

Airtanker bases will monitor 123.975 VHF AM for aircraft contact. *(Airtanker bases in the Southwest and Southern Geographic Areas may be assigned alternate frequencies. Please reference local supplements for current frequency assignments.)* These frequencies are for National Airtanker Ramp use and not to be used for tactical or flight following purposes.

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CHAPTER 60

PREDICTIVE SERVICES

Predictive Services is a decision support unit for federal, state and local land management agencies for operational management of and strategic planning for wildland fire management resources. Predictive Services accomplishes this through analysis of weather and climate, fuels, fire activity and behavior.

Intelligence gathering is a fundamental component of the national coordination system for federal, state and local land agencies. Intelligence coordination is accomplished through compiling reports from all levels of the firefighting organization as well as communicating with individual GACCs and local jurisdictions concerning their historic, current, and expected fire occurrence.

The products and services from both Predictive Services and the Intelligence section provide support for the proactive management of wildland fire with an eye toward safety, cost containment, efficiency and ecosystem health.

7-Day Significant Fire Potential Outlook

*Daily: Issued daily, except when the Geographic Area Predictive Services unit is not staffed; such as during weekends or holidays.

The National 7-day Significant Fire Potential Outlook is a composite of outlooks produced by each of the Geographic Area Predictive Services units. The 7-day provides a week-long projection of fuel dryness, weather, and fire potential. The 7-day depicts a nationwide view of the significant fire potential for the next seven days with links to the individual Geographic Area 7-day outlooks. The system is database driven and is updated periodically as each Geographic Area Predictive Services unit posts its outlook. Each Geographic Area Predictive Services unit will determine whether to routinely produce a morning or afternoon product. Issuance times for each Area's outlook can be found in the Geographic Area Mobilization Guide and/or in its National Weather Service/Predictive Services Annual Operating Plan. Geographic Areas are required to provide 7-Day Outlooks daily, except when the Geographic Area Predictive Services unit is not staffed; such as during weekends or holidays. Forecasts will include the forecaster's name or other agreed upon identifier to facilitate coordination.

All Geographic Area outlooks will be viewable from <https://psgeodata.fs.fed.us/7day/>. The outlooks produced by the 10 Geographic Area Predictive Services units will be consolidated into a National 7-day Significant Fire Potential map located at: <https://psgeodata.fs.fed.us/staticmap.html>.

National Wildland Significant Fire Potential Outlook

*Monthly: Issued the first day of the month.

The National Significant Wildland Fire Potential Outlook is prepared and distributed by NICC Predictive Services on the first day of each month. The Outlook is a composite of outlooks prepared by the individual Geographic Area Predictive Services units and national discussions prepared by NICC Predictive Services. It provides fire managers at all levels with the information needed to make long range decisions concerning resource staffing and allocation.

The Outlook identifies areas where significant wildland fire activity is expected to be above or below normal levels.

The Outlook covers a four-month period, divided into four one-month sections. Maps for each period display areas of below normal, normal, and above normal significant wildland fire potential. A brief synopsis of the current and predicted national and GACC situation is included in the report. The Outlook begins with an Executive Summary which provides a brief synopsis of each of the outlook periods. The Past Weather and Drought section summarizes the weather of the past month and the evolution of any drought conditions to illustrate how fuels and fire conditions reached the current state. The Weather and Climate Outlooks section summarizes the broad climate patterns that will affect temperature and precipitation for the next four months. The Fuel Conditions and Fire Season Timing section describes the current state of the fuels and how they will transition during the outlook period as well as the expected progression of the current fire season relative to the typical, or average, fire season. The Geographic Area Forecasts section provides brief but more specific weather, fuels and fire potential information for each of the Geographic Areas.

GACC monthly outlooks are optional but strongly encouraged as they provide greater detail than the national outlook issued by NICC. GACC monthly outlooks will adhere to the following protocols:

- GACC and NICC outlooks must be geospatially equivalent.
- GACC websites are required to link to the national outlook.
- GACCs are required to provide draft forecast maps as well as narrative highlights for the outlook period to NICC no later than five business days before the end of each month.
- GACC monthly outlooks will be issued and posted to the web on the first business day of each month. Maps will show areas where above normal, normal and below normal significant fire potential are expected. A discussion of fuel conditions, climate outlooks, and other pertinent information will be included in the outlooks.

Fuel and Fire Behavior Advisories

*As needed.

Fuels and Fire Behavior Advisories are alerts issued as needed to address an exceptional or extreme circumstance that could threaten firefighter safety. Conditions that could be reasonably expected normally do not warrant a Fuels and Fire Behavior Advisory. Advisories will focus on fuel conditions and fire behavior that have long term impacts, not atmospheric conditions that can change significantly over short periods of time and can be found in other products.

Advisories will highlight conditions that are currently on-going and give specific examples that have been experienced in the field. Advisories should be tailored so that firefighters at all experience levels can recognize the situation and act accordingly. Advisories should be coordinated with neighboring administrative units to ensure that all areas with similar conditions are being addressed. All Advisories that extend beyond a single local administrative unit or that will be posted on the national Advisory map must be coordinated with the National Interagency Coordination Center and Geographic Area Coordination Center Predictive Service Units. Each Advisory must include a map of the affected area. Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory. Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue

beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely information. Advisory templates can be found at: https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_advisories.htm and in Chapter 80 of the National Interagency Mobilization Guide.

Incident Status Summary (ICS-209)

*As described below to report significant wildland fires

The Incident Status Summary (ICS-209) conforms to National Incident Management System (NIMS) policy. The ICS-209 is used to report large wildland fires and other significant events on lands under federal protection or federal ownership, and is submitted to the GACC. Lands administered by states and other federal cooperators may also report in this manner.

The ICS-209 program is a Fire and Aviation Management Web (FAMWEB) application referred to as the “209 Program.” The ICS-209 is submitted by the agency that has protection responsibility for the incident, regardless of who administers the land. If the protection agency is non-federal and chooses not to meet federal reporting standards, then the federal agency which has administrative jurisdiction will submit the incident ICS-209. Geographic Area Intelligence Coordination staff will ensure that their local dispatch centers submit complete and accurate ICS-209 reports for any wildland fire meeting the requirements specified in the When to Report Wildland Fire Incidents ICS-209 flowchart shown below (available at: <https://www.predictiveservices.nifc.gov/intelligence/intelligence.htm>), or as set in their Geographic Area Mobilization Guide, if more frequent.

Specific instructions for entering ICS-209 information can be found in the SIT-209 User’s Guide at: https://gacc.nifc.gov/predictive_services/intelligence/niop/programs/sit_209/Help/index.htm. The ICS-209 Program and electronic ICS-209 form is located at: <https://fam.nwcg.gov/fam-web/>

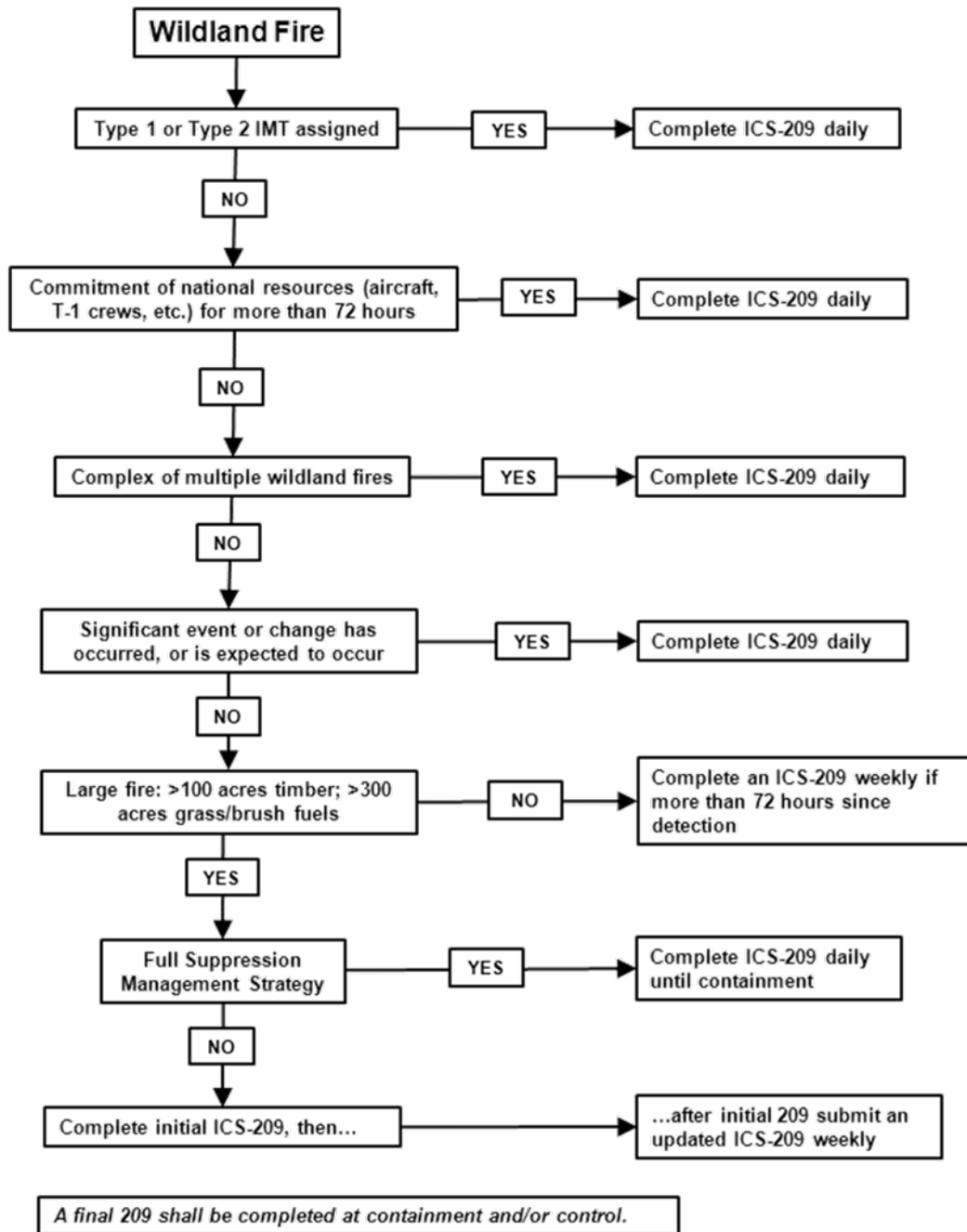
Required Reporting of Wildland Fires

Wildland fires managed for complete perimeter control (full suppression) will submit an ICS-209 daily when that fire meets large fire criteria. For fires being managed under full suppression strategy an ICS-209 will be submitted daily before 0200 Mountain Time to report the previous day’s activity, until the incident is contained. Refer to the GACC Mobilization Guide, or agency policy for reporting requirements once containment is achieved.

The National Interagency Coordination Center classifies large fires as 100 acres or larger in timber and slash fuel types, 300 acres or larger in grass or brush fuel types, or when a Type 1 or 2 IMT is assigned.

Wildland fires managed under a Monitor, Confine, or Point Zone Protection management strategy will submit an ICS-209 following the guidelines outlined in the When to Report Wildland Fire Incidents with an ICS-209 flowchart shown below. For incidents that require daily reporting, ICS-209’s should be submitted daily before 0200 Mountain Time. For incidents that require weekly reporting, ICS-209’s should be submitted weekly before Friday at 0200 Mountain Time.

When to Report Wildland Fire Incidents with an ICS-209



Wildland fires within a complex should be aggregated and included on one ICS-209. A complex is two or more individual incidents located in the same general proximity, which are assigned to a single incident commander or unified command. In order to maintain data management, reporting integrity, resource management and cost accountability for individual wildland fire incidents within a parent complex and to facilitate the necessary data sharing between fire application systems through IRWIN, the following complex reporting business practices for ICS-209 and IRWIN must be followed.

- The complex parent is a unique record and is not a converted wildland fire incident record.
- The complex parent record should be created in an IRWIN recognized CAD system, or as an individual ICS-209. The parent incident shall include the word “Complex” and not be named from an existing fire.
- Individual child incidents can be added to a complex within the 209 program as either preexisting ICS-209 incidents or as individual IRWIN incidents created from another IRWIN recognized application using the ‘Complex by Incident’ button in block 7 of the 209 data entry screen. Finalize an existing ICS-209 child incident prior to associating the incident to the parent Complex.
- Incidents that do not have a unique IRWIN record cannot be added to the complex using the ‘Complex by Incident’ button.
- If an incident is removed from the complex, it may resume ICS-209 reporting as an individual incident if appropriate, using normal ICS-209 reporting guidelines.
- Prescribed fires will be reported following the requirements outlined in the When to Report Wildland Fire Incidents document.

For non-fire incidents, an ICS-209 will be submitted for other events in which a significant commitment of wildland fire resources has occurred, or when a Type 1 or 2 Interagency Incident Management Team has been assigned.

For more information refer to When to Report Wildland Fire Incidents document on the National Intelligence website at: <https://www.predictiveservices.nifc.gov/intelligence/intelligence.htm>.

Interagency Situation Report

*Daily: Issued daily, except when the unit is not staffed; such as during weekends or holidays.

The Interagency Situation Report is a (FAMWEB) application known as the Sit Report Program. GACC Intelligence staff will ensure that all of their dispatch centers have submitted completed Situation Reports. The reporting period for this report is 0001 to 2400. At national Preparedness Level 2 the NICC Intelligence Coordination staff will retrieve situation reports from FAMWEB by 0200 Mountain Time following this reporting period. Fires and acres shall be reported by protection responsibility. Reporting is required for all prescribed fire activity along the same schedule as wildfires. The Interagency Situation Report application is divided into five sections:

- Daily Fire Statistics
- Planned Prescribed Fires
- Remarks
- Year-to-Date Statistics
- Incident Priority

The Sit Report Program shares certain incident information with the 209 Program for summaries and reports. Specific reporting requirements and program instructions are located in the Sit Report User's Guide located at:

https://gacc.nifc.gov/predictive_services/intelligence/niop/programs/sit_209/Help/index.htm.

The Sit Report Program is located at <https://fam.nwcg.gov/fam-web/>.

Incident Management Situation Report

The National Incident Management Situation Report (IMSR) shall be issued daily at National Preparedness Level 2 and above, or whenever significant wildland fire activity or resource mobilization occurs. Whenever daily reporting is not required, the IMSR will be issued weekly on Fridays.

The IMSR is prepared by the NICC Intelligence Coordination staff from information and data derived from the Interagency Situation Report and 209 Program through the FAMWEB reporting system. A brief national weather/fire potential outlook will be prepared by NICC Predictive Services for inclusion in the Predictive Services Discussion section of the IMSR.

Large full suppression wildland fires are typically reported in the IMSR until the incident is contained; no longer has a commitment of at least 100 personnel; is no longer demonstrating significant activity; or is failing to provide new reports submitted as required. Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported in the IMSR when the event exceeds 100 acres in timber and slash fuel types, 300 acres in grass or brush fuel types, or has a Type 1 or 2 IMT assigned. Such large, long duration fires will be reported in the IMSR until activity diminishes, and thereafter when significant activity occurs (such as an acreage increase of 1,000 acres or more since last reported, significant resource commitment or a significant event occurs).

The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of fires and acres with resources assigned that have been reported in the SIT-209 program within the last seven days.

CHAPTER 70

FIRE ORGANIZATION DIRECTORY

Fire Directory – Geographic Area Coordination Centers (GACCs)

[National Interagency Coordination Center \(NICC\)](#)

[Alaska Interagency Coordination Center \(AICC\)](#)

[Eastern Area Coordination Center \(EACC\)](#)

[Great Basin Coordination Center \(GBCC\)](#)

[Northern California Coordination Center \(ONCC\)](#)

[Northern Rockies Coordination Center \(NRCC\)](#)

[Northwest Area Coordination Center \(NWCC\)](#)

[Rocky Mountain Area Coordination Center \(RMCC\)](#)

[Southern Area Coordination Center \(SACC\)](#)

[Southern California Coordination Center \(OSCC\)](#)

[Southwest Area Coordination Center \(SWCC\)](#)

[National Interagency Support Caches \(NISC\)](#)

[Canadian Interagency Forest Fire Centre \(CIFFC\)](#)

Fire Directory – National Interagency Coordination Center (NICC)

UNIT: National Interagency Coordination Center 3833 S. Development Avenue Boise, Idaho 83705-5354	FIRE TELEPHONE NO.: (208) 387-5400 FLIGHT FOLLOWING: 1-800-994-6312 NIGHT OR 24 HOUR NO.: (208) 387-5400 FACSIMILE NUMBER: (208) 387-5663 or (208) 387-5414 ELECTRONIC MAIL: cod@blm.gov
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
STINGLEY, Susie Center Manager	Boise, ID	208	387-5662
PETERSON, Sean Assistant Center Manager	Boise, ID	208	387-5418
VACANT Assistant Center Manager	Boise, ID	208	387-5656
VACANT Intelligence Coordinator	Boise, ID	208	387-5093
LUTTRELL, Karla Emergency Operations Coordinator	Boise, ID	208	387-5400
VACANT Emergency Operations Coordinator	Boise, ID	208	387-5400
SIMONTACCHI, Jarrod Emergency Operations Coordinator	Boise, ID	208	387-5400
SQUIRES, Rick Emergency Operations Coordinator	Boise, ID	208	387-5400
DELGADO, Ed Fire Weather Program Manager	Boise, ID	208	387-5451
HENRY, Bryan Fire Weather Assistant Program Manager	Boise, ID	208	387-5449
SULLENS, Jeremy Fire Analyst	Boise, ID	208	387-5439
CLACK, Wade Administrative Assistant	Boise, ID	208	387-5400

Fire Directory – Alaska Interagency Coordination Center (AICC)

UNIT: Alaska Interagency Coordination Center 1541 Gaffney Road P.O. Box 35005 Ft. Wainwright, AK 99703	FIRE TELEPHONE NO.: (907) 356-5680 Flight Following: 1-800-237-3633 NIGHT OR 24 HOUR NO.: (907) 356-5680 FACSIMILE NUMBER: (907) 356-5678 ELECTRONIC MAIL: blm_ak_accmob_dispatch@blm.gov
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
CROWE, Ray Center Manager	Fairbanks, Alaska	907	356-5677
SHOOK, Hilary Deputy Center Manager	Fairbanks, Alaska	907	356-5680
VACANT Logistics Coordinator, State of Alaska	Fairbanks, Alaska	907	356-5682
HUMPHREY, Jennifer Emergency Operations Coordinator	Fairbanks, Alaska	907	356-5670
BRANSON, Gabriella Intelligence Coordinator	Fairbanks, Alaska	907	356-5671
HUMPHREY, Jennifer Aircraft Coordinator	Fairbanks, Alaska	907	356-5681
SALISBERRY, Scott Equipment Coordinator	Fairbanks, Alaska	907	356-5687
VACANT Overhead/Crew Coordinator	Fairbanks, Alaska	907	356-5684
ALDEN, Sharon Fire Weather Program Meteorologist	Fairbanks, Alaska	907	356-5691
STRADER, Heidi Fire Weather Program Meteorologist	Fairbanks, Alaska	907	356-5691
VACANT Fire Behavior Analyst	Fairbanks, Alaska	907	356-5673

Fire Directory – Eastern Area Coordination Center (EACC)

UNIT: Eastern Area Coordination Center 626 East Wisconsin Ave, Suite 500 Milwaukee, WI 53202	FIRE TELEPHONE NO.: (414) 944-3811 TOLL FREE: NIGHT OR 24 HOUR NO.: (414) 944-3811 FACSIMILE NUMBER: (414) 944-3838 INTEL FACSIMILE: (414) 944-3839 ELECTRONIC MAIL: wieacc@fs.fed.us
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
McINTYRE-KELLY, Laura Center Manager	Milwaukee, WI	414	944-3811
NEYLON, Brendan Deputy Center Manager	Milwaukee, WI	414	944-3811
VIERS, Tom Aviation Coordinator	Milwaukee, WI	414	944-3811
PARRISH, Jennifer Logistics Coordinator	Milwaukee, WI	414	944-3811
SILVERSTONE, James Intelligence Coordinator	Milwaukee, WI	414	944-3811
MARIEN, Steve Fire Weather Program Manager	St. Paul, MN	651	293-8446 Fax: 290-3815
OLSON, Randee Interagency Incident Business Management Specialist	Grand Marais, MN	218	387-3204 Fax: 387-3246

Fire Directory – Great Basin Coordination Center (GBCC)

UNIT: Great Basin Coordination Center 401 Jimmy Doolittle Rd., Suite 202 Salt Lake City, UT 84116	FIRE TELEPHONE NO: 801-531-5320 TOLL FREE: 800-844-5497 NIGHT OR 24 HOUR NO: 801-556-0647 or 801-556-1698 FACSIMILE NUMBER: 801-531-5321 ELECTRONIC ADDRESS: gbc_cod@fs.fed.us
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*****IF NO ANSWER AT ABOVE NUMBER, CALL IN ORDER LISTED BELOW*****

NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
DINGMAN, Gina Center Manager	Salt Lake City, UT	801	531-5320
STRINGER, Kara Deputy Center Manager	Salt Lake City, UT	801	531-5320
MCCABE-HOWELL, Roni Intelligence Coordinator	Salt Lake City, UT	801	531-5320
BARABOCHKINE, Jana Operations Coordinator Aircraft	Salt Lake City, UT	801	531-5320
BURBRIDGE, Brian Operations Coordinator Crews	Salt Lake City, UT	801	531-5320
WHALEN, Kim Operations Coordinator Equipment	Salt Lake City, UT	801	531-5320
PLATT, John Operations Coordinator Overhead	Salt Lake City, UT	801	531-5320
NEWMERZHYCKY, Basil Fire Weather Program Manager	Salt Lake City, UT	801	531-5320
LAW, Shelby/HOSENFELD, Nanette Fire Weather Assistant	Salt Lake City, UT	801	531-5320
MCGUIRE, Gina Fire Weather Assistant	Reno, NV	775	861-6650
TIPPETS, Ryan Webmaster	Salt Lake City, UT	801	531-5320
BOWLING, Travis Intelligence Assistant	Salt Lake City, UT	801	531-5320
VACANT Administrative Assistant	Salt Lake City, UT	801	531-5320

Fire Directory – Northern California (ONCC)

UNIT: Northern Operations Coordination Center Geographic Area Coordination Center 6101 Airport Road Redding, California 96002	FIRE TELEPHONE NO.: (530) 226-2801 TOLL FREE: NIGHT OR 24 HOUR NO.: (530) 226-2800 FACSIMILE NUMBER: (530) 223-4280 ELECTRONIC MAIL: caoncmob@dms.nwcg.gov
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
SANCHEZ, Gwen Assistant Director of Operations	Redding, CA	530	226-2700
MASOVERO, Anthony Center Manager	Redding, CA	530	226-2812
STANLEY, Curtis Deputy Center Manager	Redding, CA	530	226-2835
GOGNA, Nathan Department of Interior Coordinator	Redding, CA	530	226-2831
HEFFENTRAGGER, Megan Aviation Coordinator	Redding, CA	530	226-2801
FORNI, Laurie Mobilization Coordinator	Redding, CA	530	226-2801
Logistics Coordinators CONE, Deneen MOORE, Juel HOWARD, Patrick MILOVICH, Rob	Redding, CA	530	226-2801
VACANT Intelligence Coordinator	Redding, CA	530	226-2810
RUSSELL, Troy Assistant Intelligence Coordinator	Redding, CA	530	226-2811
BELONGIE, Brenda Fire Weather Program Manager/Predictive Services	Redding, CA	530	226-2730

Fire Directory – Northern Rockies Coordination Center (NRCC)

UNIT: Northern Rockies Coordination Center Aerial Fire Depot 5765 W. Broadway Missoula, Montana 59808-9361	FIRE TELEPHONE NO.: (406) 329-4880 TOLL FREE: NIGHT OR 24 HOUR NO.: (406) 329-4880 FACSIMILE NUMBER: (406) 329-4891 Cache: (406) 329-4962 ELECTRONIC MAIL: mtnrc@fs.fed.us
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
PIPKIN, Kathy Center Manager	Missoula, MT	406	329-4709
HEINTZ, Judy Assistant Center Manager	Missoula, MT	406	329-4708
ROBINSON, Roy (acting) DNRC Direct Protection Coordinator	Missoula, MT	406	329-4881
THOMAS, Kim Logistics Coordinator – Aircraft	Missoula, MT	406	329-4883
POLUTNIK, Julie Intelligence Coordinator	Missoula, MT	406	329-4885
WALKS, DAVID Logistics Coordinator – Overhead	Missoula, MT	406	329-4953
GOODELL, Craig Northern Rockies Operations Specialist	Missoula, MT	406	329-4961
RICHMOND, Michael Predictive Services Meteorologist	Missoula, MT	406	329-4703
HASKELL, Coleen Predictive Services Meteorologist	Missoula, MT	406	329-4875

Fire Directory – Northwest Area Coordination Center (NWCC)

UNIT: Northwest Area Coordination Center 150 SW Harrison St, Ste. 400 Portland, Oregon 97201	FIRE TELEPHONE NO.: (503) 808-2720 TOLL FREE: NIGHT OR 24 HOUR NO.: FACSIMILE NUMBER: (503) 808-2750 ELECTRONIC MAIL: ornwcc1@gmail.com
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
O'BRIEN, Dan Center Manager	Portland, OR	503	808-2732
PIERCE, Ted Emergency Operations Manager	Portland, OR	503	808-2722
VACANT Asst. Emergency Operations Manager	Portland, OR	503	808-2724
OROSCO Sr., Elmer Asst. Emergency Operations Manager	Portland, OR	503	808-2725
HARTSBURG, Travis Asst. Emergency Operations Manager	Portland, OR	503	808-2726
POE, Brandon Logistics Coordinator	Portland, OR	503	808-2720
CONNOLLY, Carol Public Affairs Specialist	Portland, OR	503	808-2764
VACANT Computer Specialist	Portland, OR	503	808-2735
VACANT Fire Analyst	Portland, OR	503	808-2733
SALTENBERGER, John Fire Weather Program Manager	Portland, OR	503	808-2737
WISE, Eric Fire Weather Meteorologist	Portland, OR	503	808-2756
RAMIREZ, Monica Intelligence Officer	Portland, OR	503	808-2734
HANEY, Barbara GIS Specialist	Portland, OR	503	808-2741

Fire Directory – Rocky Mountain Area Coordination Center (RMCC)

UNIT: Rocky Mountain Area Coordination Center 2850 Youngfield Street, 4 th Floor Lakewood, Colorado 80215	FIRE TELEPHONE NO.: (303) 445-4300 TOLL FREE: 1-800-494-2073 NIGHT OR 24 HOUR NO.: (303) 445-4300 FACSIMILE NUMBER: (888) 850-2925 ELECTRONIC MAIL: rmacoordctr@gmail.com
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
SWENDSEN, Scott Center Manager	Lakewood, CO	303	445-4302
BARTTER, Glenn Deputy Center Manager	Lakewood, CO	303	445-4301
JUHOLA, Rob Assistant Area Coordinator	Lakewood, CO	303	445-4300
BALDAUF, Amy Logistics Coordinator - Aviation	Lakewood, CO	303	445-4300
DRAPEAU, Bruce Logistics Coordinator - Overhead	Lakewood, CO	303	445-4300
TURNER, Robert Logistics Coordinator - Crews	Lakewood, CO	303	445-4300
HUNT, Melissa Logistics Dispatcher – Equipment	Lakewood, CO	303	445-4300
PEREA, Marco Intelligence Coordinator	Lakewood, CO	303	445-4303
MATHEWSON, Tim Fire Weather Meteorologist	Lakewood, CO	303	445-4309
MANN, Russ Fire Weather Meteorologist	Lakewood, CO	303	445-4308
MALCOLM, Brooke RMCC Incident Business Specialist RMCG Business Manager	Lakewood, CO	303	445-4306
RMCC Public/Media Fire Information Line	Lakewood, CO	303	445-4322

Fire Directory – Southern Area Coordination Center (SACC)

UNIT: Southern Area Coordination Center 1200 Ashwood Parkway, Suite 230 Atlanta, Georgia 30338	FIRE TELEPHONE NO.: (678) 320-3000 TOLL FREE: 1-800-959-9181 NIGHT OR 24 HOUR NO.: (678) 320-3000 FACSIMILE NUMBER: (678) 320-3036 ELECTRONIC MAIL: saccdispatch01@gmail.com
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
ELLSWORTH, Nancy Center Manager	Atlanta, GA	678	320-3001
VACANT Deputy Center Manager	Atlanta, GA	678	320-3003
ROBINSON, Tracy Assistant Area Coordinator – Overhead	Atlanta, GA	678	320-3002
BRICE, Jeff Assistant Area Coordinator – Crews	Atlanta, GA	678	320-3004
MILLER, Calvin Operations Coordinator - Aviation	Atlanta, GA	678	320-3005
BOYER, TJ Intelligence Coordinator	Atlanta, GA	678	320-3007
INGRAM, Denver Fire Weather Program Manager	Atlanta, GA	678	320-3008
SCASNY, Kevin Fire Weather Meteorologist	Atlanta, GA	678	320-3009
CARTER, Danie Program Assistant	Atlanta, GA	678	320-3016

Fire Directory – Southern California Coordination Center (OSCC)

UNIT: Southern California Coordination Center 2524 Mulberry Street Riverside, California 92501	FIRE TELEPHONE NO.: (951) 276-6721 TOLL FREE/Flight Following: (800) 995-3473 NIGHT OR 24 HOUR NO.: (951) 276-6725 FACSIMILE NUMBER: Business: (951) 782-4900 Expanded Dispatch: (951) 320-6215 Aircraft: (951) 320-2069 ELECTRONIC MAIL: oscc_expanded@fs.fed.us
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
SKELTON, Randy Assistant Fire Director, Operations	Riverside, CA	951	320-6103
GREENWOOD, Pam GACC Center Manager	Riverside, CA	951	320-6214
BARRERA, Elizabeth Deputy GACC Manager	Riverside, CA	951	320-6109
MATARAZZI, Les Department of Interior Coordinator	Riverside, CA	951	320-6145
PATTERSON, Brandell Aviation Coordinator	Riverside, CA	951	276-6725
SALAS, Manny Mobilization Coordinator	Riverside, CA	951	276-6725
LOGISTICS COORDINATORS: CAMPBELL, John DUNN, Mike RAPHAEL, David HUBER, Shyla	Riverside, CA	951	276-6725
ROLINSKI, Tom Predictive Services Lead, Fire Weather Program Manager	Riverside, CA	951	782-4849
VACANT Intelligence Coordinator	Riverside, CA	951	276-6107
VACANT Intelligence Officer	Riverside, CA	951	782-4876

Fire Directory – Southwest Area Coordination Center (SWCC)

UNIT: Southwest Area Coordination Center 333 Broadway SE Albuquerque, New Mexico 87102	FIRE TELEPHONE NO.: (505) 842-3473 TOLL FREE: (888) 440-4333 NIGHT OR 24 HOUR NO.: (505) 842-3473 FACSIMILE NUMBER: (505) 842-3801
	ELECTRONIC MAIL: nmswcc@gmail.com

NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
JAYCOX, Kenan Center Manager	Albuquerque, NM	505	842-3473
DIAZ, Tony Deputy Center Manager	Albuquerque, NM	505	842-3473
DITMANSON, Kevin Area Coordinator	Albuquerque, NM	505	842-3473
VACANT Area Coordinator	Albuquerque, NM	505	842-3473
VACANT Area Coordinator	Albuquerque, NM	505	842-3473
SEDILLO, Oscar Asst. Aviation Dispatcher	Albuquerque, NM	505	842-3473
HAMMER, Dominic Logistics Coordinator	Albuquerque, NM	505	842-3473
ELLINGTON, Jay Intelligence Coordinator	Albuquerque, NM	505	842-3473
MAXWELL, Chuck Fire Weather Program Manager	Albuquerque, NM	505	842-3473
NADEN, Rich Fire Weather Meteorologist	Albuquerque, NM	505	842-3473
ZABINSKI, Mary Fire Information Coordinator	Albuquerque, NM	505	842-3473

Fire Directory – National Interagency Support Caches (NISC)

NAME	CITY/STATE	AREA CODE	OFFICE PHONE
Alaska Incident Support Cache (AKK)	Fort Wainwright, AK	907	356-5742 Fax: 356-5754
State of Alaska Fire Warehouse (AKS)	Fairbanks, AK	907	451-2641 Fax: 451-2669
Billings Interagency Incident Support Cache (BFK)	Billings, MT	406	896-2870 Fax: 896-2881
Coeur D'Alene Incident Support Cache (CDK)	Coeur D'Alene, ID	208	666-8694 Fax: 769-1534
Great Basin Area Incident Support Cache (GBK)	Boise, ID	208	387-5104 Fax: 387-5573
La Grande Incident Support Cache (LGK)	La Grande, OR	541	975-5420 Fax: 975-5478
Northern California Incident Support Cache (NCK)	Redding, CA	530	226-2850 Fax: 226-2854
Northern Rockies Area Incident Support Cache (NRK)	Missoula, MT	406	329-4949
Northeast Area Incident Support Cache (NEK)	Grand Rapids, MN	218	327-4579 Fax: 327-4581
Northwest Area Incident Support Cache (NWK)	Redmond, OR	541	504-7234 Fax: 504-7240
Rocky Mountain Area Incident Support Cache (RMK)	Lakewood, CO	303	202-4940 Fax: 202-4965
Southern Area Incident Support Cache (SAK)	London, KY	606	878-7430 Fax: 864-9559
Southern California Incident Support Cache (LSK)	Ontario, CA	909	930-3208 Fax: 947-6391
Southwest Area Prescott Incident Support Cache (PFK)	Prescott, AZ	928	777-5630 Fax: 777-5608
Southwest Area Silver City Incident Support Cache (SFK)	Silver City, NM	505	538-5611 Fax: 388-5672
State of Alaska Fire Warehouse (AKS)	Fairbanks, AK	907	451-2641 Fax: 451-2669

Fire Directory – Canada – Canadian Interagency Forest Fire Centre (CIFFC)

UNIT: Canadian Interagency Forest Fire Centre 1749 Ellice Avenue Winnipeg, Manitoba R3H 1A6	FIRE TELEPHONE NO.: 1-204-784-2030 TOLL FREE: NIGHT OR 24 HOUR NO.: FACSIMILE NUMBER: 1-204-956-2398 ELECTRONIC MAIL: ciffc@ciffc.ca
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NAME/TITLE	CITY/STATE	AREA CODE	OFFICE PHONE
CONNORS, Kim Executive Director	Winnipeg, Manitoba	204	784-2030
POULIN, Serge Strategic Planning Manager	Winnipeg, Manitoba	204	784-2030
BOKOVAY, Dave Operations Manager	Winnipeg, Manitoba	204	784-2030
MOUSSEAU, Marc Aviation and Equipment Coordinator	Winnipeg, Manitoba	204	784-2030
VACANT Training Coordinator	Winnipeg, Manitoba	204	784-2030
POULIN, Erik Administrative Assistant	Winnipeg, Manitoba	204	784-2030

Resource Order Form

ICS 260-1 (7/87) NFES 1470

ICS 260-2 (7/87) NFES 1471

Mobile Food & Shower Service Request Form

MOBILE FOOD & SHOWER SERVICE REQUEST FORM

Incident Name: _____

Financial Code: _____

Resource Order #: _____

Food Service Request E#: _____

Shower Unit Request E#: _____

I. FOOD SERVICE: Requested Date, Time, Meal Types, and Number of Meals

1. Date of first meal: _____ Time of first meal: _____

2. Estimated number for the first three meals:

1st meal: _____ ☐ Hot Breakfast ☐ Sack Lunch ☐ Dinner2nd meal: _____ ☐ Hot Breakfast ☐ Sack Lunch ☐ Dinner3rd meal: _____ ☐ Hot Breakfast ☐ Sack Lunch ☐ Dinner

This Block for National Interagency Coordination Center Use Only.

Actual agreed upon Date/Time first meals are to be served: Date: _____ Time: _____

(Minimum guaranteed payment is based on these estimates, see Section G.2.2):

1st meal: _____ ☐ Hot Breakfast ☐ Sack Lunches ☐ Dinner2nd meal: _____ ☐ Hot Breakfast ☐ Sack Lunches ☐ Dinner3rd meal: _____ ☐ Hot Breakfast ☐ Sack Lunches ☐ Dinner

II. Location

Reporting location: _____

Contact person at the Incident: _____

III. Additional Information

Spike Camps: Yes _____ No _____ Unknown _____

Estimated Duration of Incident _____ Estimated Personnel at Peak _____

Dispatch Contact: _____ Telephone Number: _____

IV. SHOWER SERVICE: Requested Date and Time Mobile Shower Unit is needed

Date Requested _____ Time Requested _____

Mobile Shower Unit type ordered: Large (12+ stalls) [____] Small (4-11 stalls) [____]

This Block for National Interagency Coordination Center Use Only.

Actual agreed upon Date/Time Mobile Shower Unit to be operational: Date: _____ Time: _____

National Interagency Coordination Center – 208-387-5400

Passenger and Cargo Manifest Form

Passenger / Crew and Cargo Manifest – TEST FORM

Crew Name:

Flight Manager Name & Phone:

Ordering Unit:		Incident / Project Name:		Incident / Project Number:	
Carrier Name or Vehicle List Make / Model / License:		Departure Location:	ETD	Arrival Location:	ETA
Report To:			If Delayed, Contact:		
Passenger / Cargo Name (Include contact numbers for leaders – CRWB, Asst. CRWB, CRWB-T, etc.)		M/F	Passenger Weight	Cargo Weight	Position / AD Class (e.g. FFT2/AD-C)
Home Unit / Jetport					
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					
16.					
17.					
18.					
19.					
20.					
21.					
22.					
23.					
Number of Passengers on Page:		Passenger / Cargo Weight:		Total Weight:	
Signature of Authorized Representative:				Date:	

Send comments to wieacc@fs.fed.us by November 1, 2014

Print Form

05/14

INSTRUCTIONS

GENERAL:

The Passenger/Crew and Cargo Manifest Form will be used to list all personnel in a group. List the Crew Name, if applicable, Flight Manager and contact information, ordering unit, destination, personnel in group, weight of each person, weight of each person's cargo, additional cargo, and total weight of the group and cargo. It is recommended to include contact information, usually a cell phone number, for leadership personnel. Do not include Personal Identifying Information (PII), such as date of birth, unless required.

The Flight Manager should have multiple copies of the Passenger/Crew and Cargo Manifest to distribute as needed. See agency guidelines for numbers of copies needed.

SPECIFICS:

Crew Name and Manager Name & Phone: List the official Crew Name, if applicable, and Flight Manager and contact information, usually a cell phone.

Ordering Unit, Incident/Project Name and Number: Fill in information as appropriate.

Carrier Name or Vehicle List – Make/Model/License: List the commercial carrier name or the make, model and license numbers for each vehicle used.

Departure and Arrival (Location, ETD, ETA): List departure and arrival locations. Include estimated time of departure (ETD), estimate time of arrival (ETA), and overnight stops.

Report To: Location passengers should report to or cargo should be delivered to.

If Delayed, Contact: Contact information (name, phone numbers) if passenger or cargo arrival is delayed.

Passenger/Cargo Name: List each passenger or cargo item on a separate line.

M/F: Male or Female.

Passenger Weight: Body weight of each passenger.

Cargo Weight: Weight of each passenger's cargo or separate cargo item.

Position/AD Class: Crew position of each passenger, if applicable. If an Administratively Determined (AD) employee, include AD Class. Example: FFT2 / AD-C.

Home Unit/Jetport: Home unit of each passenger and their home jetport.

Number of Passengers on Page: Total number of passengers listed on this page of the manifest.

Passenger & Cargo Weight: Total passenger weight. Total cargo weight. List in appropriate space.

Total Crew Weight: Sum of the passenger and cargo weights for a total group weight.

Signature of Authorized Representative: Authorized authority signature.

Date: Date manifest was completed and signed by the authorized authority.

Aircraft Flight Request/Schedule Form

<div> <div> United States Department of the Interior Bureau of Land Management </div> <div> AIRCRAFT FLIGHT REQUEST/SCHEDULE </div> </div>											
1. Initial request information		<div> <div>Cost-Accounting Management Code(s):</div> <div>Phone Number:</div> </div>		Change #:		6. Aircraft Info					
Initial Date/Time:		To/From:		Billee Code (OAS A/C only):		Flight Schedule No.		Pax Seats			
Check one: <input type="checkbox"/> Point-to-Point <input type="checkbox"/> Mission Flight <input type="checkbox"/> Desired A/C Type: <input type="checkbox"/> Helicopter <input type="checkbox"/> Airplane				Color:		Vendor:					
Mission Objective/Special Needs:				Phone No.:		Pilot(s):					
2. Passenger/Cargo Information – Indicate Chief of Party with an asterisk (*)											
Name/Type of Cargo (last name, initial)		LBS or CU ft		Project Order/Request No.		Dept Arpt		Dest Arpt			
Return to		Name/Type of Cargo (last name, initial)		LBS or CU ft		Project Order/Request No.		Dest Arpt			
Return to		Name/Type of Cargo (last name, initial)		LBS or CU ft		Project Order/Request No.		Dest Arpt			
Return to		Name/Type of Cargo (last name, initial)		LBS or CU ft		Project Order/Request No.		Dest Arpt			
3. Flight Itinerary (For Mission-Type Flights, Provide Points of Departure/Arrival and Attach Map with Detailed Flight Route and Known Hazards Indicated)											
DEPART WITH		DEPART FROM		ENROUTE		ARRIVE AT		DROP OFF			
Date	No. PAX	Lbs	Airport/Place	ETD	ATD	ETE	Airport/Place	ETA	Lbs PAX		
						+					
						+					
						+					
						+					
						+					
						+					
						+					
4. Flight Following:											
<input type="checkbox"/> FAA IFR <input type="checkbox"/> Satellite <input type="checkbox"/> FAA VFR w/ check-in every _____ Minutes to _____ Agency <input type="checkbox"/> Agency VFT with check-in via radio every _____ Minutes			5. Method of Resource Tracking:			7. Administrative Type of Payment Document:			8. Review (if applicable)		
<input type="checkbox"/> Phone <input type="checkbox"/> Radio <input type="checkbox"/> To Scheduling Dispatcher@ _____ <input type="checkbox"/> Prior to Takeoff <input type="checkbox"/> Each Stop Enroute <input type="checkbox"/> Arrival at Destination <input type="checkbox"/> To: @ _____ (Phone Number)			<input type="checkbox"/> OAS-23 or <input type="checkbox"/> OAS 2 <input type="checkbox"/> FS 6500-122 Other: _____ Route Document To: _____ Close-out _____			<input type="checkbox"/> Hazard Analysis Performed <input type="checkbox"/> Dispatch/Aviation Mgr. Checklist <input type="checkbox"/> Other: _____					

Hazard Analysis and Dispatch/Aviation Manager Checklist

HAZARD ANALYSIS AND DISPATCH/AVIATION MANAGER CHECKLIST

I. MISSION FLIGHT HAZARD ANALYSIS (fire flights exempt <u>provided</u> a pre-approved plan is in place). The following potential hazards in the area of operations have been checked, have been identified on flight itinerary map, and will be reviewed with Pilot and Chief-of-Party prior to flight:		
<input type="checkbox"/> Military Training Routes (MTRs) or Special-Use Airspace (MOAs, Restricted Areas, etc.) <input type="checkbox"/> Areas of high-density air traffic (airports); Commercial or other aircraft <input type="checkbox"/> Wires/transmission lines; wires along rivers or streams or across canyons <input type="checkbox"/> Weather factors: wind, thunderstorms, etc.	<input type="checkbox"/> Towers and bridges <input type="checkbox"/> Other aerial obstructions: <input type="checkbox"/> Pilot flight time/duty day limitations and daylight/darkness factors SUNRISE: _____ SUNSET: _____ <input type="checkbox"/> Limited flight following communications	<input type="checkbox"/> High elevations, temperatures, and weights: MAX LANDING ELEV (MSL): _____ MIN. FLIGHT ALTITUDE AGL: _____ <input type="checkbox"/> Transport of hazardous materials <input type="checkbox"/> Other: _____
II. DISPATCHER/AVIATION MANAGEMENT CHECKLIST		
<input type="checkbox"/> Pilot and aircraft carding checked with source list and vendor; carding meets requirements; <input type="checkbox"/> <u>OR</u> Necessary approvals have been obtained for use of uncarded cooperator, military, or other-government agency aircraft and pilots <input type="checkbox"/> Check with vendor that an aircraft with sufficient capability to perform mission safely has been scheduled <input type="checkbox"/> Qualified Aircraft Chief-of-Party has been assigned to the flight (noted on reverse) <input type="checkbox"/> All DOI passengers have received required aircraft safety training; <input type="checkbox"/> <u>OR</u> Aviation manager will present detailed safety briefing prior to departure; <input type="checkbox"/> Bureau Aircraft Chief-of-Party will be furnished with a Chief-of-Party/Pilot checklist and is aware of its use	<input type="checkbox"/> Means of flight following and resource tracking requirements have been identified <input type="checkbox"/> Flight following has been arranged with another unit if flight crosses jurisdictional boundaries and communications cannot be maintained <input type="checkbox"/> Flight hazard maps have been supplied to Chief-of-Party for nonfire low-level missions <input type="checkbox"/> Procedures for deconfliction of Military Training Routes and Special-Use Airspace have been taken <input type="checkbox"/> Chief-of-Party is aware of PPE requirements. <input type="checkbox"/> Cost analysis has been completed and is attached <input type="checkbox"/> Other/Remarks:	
III. APPROVALS		
Note: Reference Handbook 9420 for approval(s) required. A. MISSION FLIGHT: HAZARD ANALYSIS PERFORMED BY: _____ <div style="text-align: center; font-size: small;">Chief-of-Party Signature</div> B. MISSION FLIGHT: HAZARD ANALYSIS REVIEWED BY: _____ <div style="text-align: center; font-size: small;">Dispatcher Or Aviation Manager Signature Required</div> C. IF NON-FIRE, ONE-TIME (NON-RECURRING), SPECIAL-USE MISSION, SIGNATURE OF LINE MANAGER IS REQUIRED **: _____ <div style="display: flex; justify-content: space-between;"> DATE: _____ </div> D. THIS FLIGHT IS APPROVED BY (Authorized Signature): _____ <div style="display: flex; justify-content: space-between;"> DATE: _____ </div> <div style="text-align: center; font-size: small;"> ** For recurring Special-Use Missions, signature is required on Special-Use Air Safety Plan, and not required here. </div>		

Infrared Aircraft Scanner Request Form**INFRARED AIRCRAFT SCANNER ORDER****Incident#****Project#:****Override#:****A#**

Incident Name:		Date/Time:	
Ordering Unit:		Telephone #:	
Local Dispatch:		Telephone #:	
GACC:		Telephone #:	
National IR Coord:		Telephone #:	(208) 387-5381
		Cell #	(208) 870-5066
GACC IR Liaison:		Telephone #:	()
		Cell #	()

IR Interpreter Ordered:	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> On Order
IR Interpreter:		Telephone #	()
		Cell #	()
IR Interpreter Location:			
SITL Name:		Telephone #:	()
SITL email:		Cell #	()

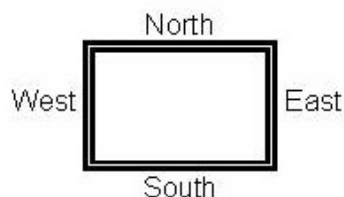
Approximate Incident Elevation:	Feet
Approximate Fire Size:	Acres
Requested Flight Time (local @ incident):	
IR Deliverables Location (ftp site):	

Mission Objective and Description:

LATITUDE/LONGITUDE INFORMATION NEEDED FOR EACH MISSION

Mapping Block

	Degrees	Minutes
NORTH		
SOUTH		
EAST		
WEST		



FAA Temporary Tower Request Form**TEMPORARY TOWER REQUEST FORM**

(Note – this form should be used in conjunction with the checklist located in Chapter 11 of the *Interagency Airspace Coordination Guide* (www.fs.fed.us/r6/fire/aviation/airspace). Please attach this form to the Resource Order and forward both forms to the appropriate FAA Regional Operations Center (ROC) through established ordering channels.

I. GENERAL INFORMATION

Incident Name _____ Management/Fiscal Code _____
 Resource Order Number _____ Request Number _____ Date _____

II. POINTS OF CONTACT

	<u>Name / Agency</u>	<u>Telephone</u>
Ordering Unit: _____	_____	_____
Air Ops / Air Support: _____	_____	_____
Local or Expanded Dispatch: _____	_____	_____
Geographic Area Coordination Center: _____	_____	_____
National Interagency Coordination Center: _____	_____	_____
FAA POC at ROC: _____	_____	_____
Airport Owner / Operator: _____	_____	_____

Has the Airport Owner been notified? YES ☐ NO ☐

Requested Operational Hours: _____

Estimated Duration: _____

III. SUPPORT INFORMATION

Closest City / Town: _____ State: _____

Proposed Location of Temporary Tower (select one or explain):

- ☐ Airport (name and FAA Code) _____
☐ Helibase (physical/legal location) _____
☐ Incident Command Post (physical/legal location) _____
☐ Other _____

Is there a facility available on site for use as a “temporary tower”?

- ☐ FBO Site/Room rental, etc _____
☐ Rental Trailer _____
☐ Facility to be constructed on site _____
☐ Other _____

Expected overnight accommodations: ☐ Fire Camp ☐ Motel/Hotel ☐ Other _____

Vehicle Availability: ☐ GOV ☐ Rental ☐ Other (explain) _____

Attach detailed driving directions to reporting site (note road closures, hazardous conditions, easiest route of travel and provide detailed map) _____

IV. EQUIPMENT SURVEY – Refer to Chapter 11 Checklist in *Interagency Airspace Coordination Guide*.

Has equipment inventory been completed? ☐ Yes ☐ No

Equipment (radios, etc) locally available for use by assigned Tower Personnel: _____

Equipment to be ordered: _____

Preparedness/Detail Request Form**PREPAREDNESS/DETAIL REQUEST**

ATTACHMENT TO RESOURCE ORDER NUMBER: _____
REQUEST NUMBER /S/: _____

1. POSITION(S): _____ NUMBER OF PERSONS REQUESTED: _____
2. MINIMUM "RED CARD" RATING: _____
3. EMPLOYMENT STATUS : ☐ REGULAR FEDERAL AGENCY ☐ A.D. OTHER: _____
4. AGENCY UNIFORM: ☐ YES ☐ NO FIRE RESISTANT CLOTHING: ☐ YES ☐ NO
5. DRIVERS LICENSE NEEDED: ☐ YES ☐ NO ENDORSEMENT: _____
6. GOVERNMENT VEHICLE: ☐ YES ☐ NO TYPE: _____
7. PRIVATE VEHICLES AUTHORIZED: ☐ YES ☐ NO NUMBER: _____
8. RADIOS NEEDED: ☐ YES ☐ NO TYPE: _____ NUMBER: _____
9. REQUESTING UNIT'S ELECTRONIC TECHNICIAN'S NAME: _____
TELEPHONE: _____
10. LENGTH OF DETAIL: _____ THROUGH: _____
11. ESTABLISHED WORKWEEK: _____
HOURS OF DUTY: _____
OVERTIME AUTHORIZED: ☐ YES ☐ NO.
AUTHORIZATION NUMBER: _____
12. PERSONNEL MAY BE ROTATED: ☐ YES ☐ NO HOW OFTEN: _____
ROTATION PAID BY: _____
13. BASE SALARY PAID BY: _____
TRAVEL PAID BY: _____ PER DIEM PAID BY: _____
14. EQUIPMENT USE MILEAGE PAID BY: _____
15. REQUESTING UNIT'S ELECTRONIC ADDRESS: _____
16. REQUESTING UNIT'S ESTIMATED TOTAL COST: _____
17. REQUESTING UNIT'S PERSONNEL OFFICER: _____
TELEPHONE: _____
18. REQUESTING UNIT'S FINANCE OFFICER: _____
TELEPHONE: _____
19. TEMPORARY DUTY STATION: _____
ADDRESS / PO BOX: _____
TELEPHONE: _____
20. GOVERNMENT LODGING: ☐ YES ☐ NO MESS HALL: ☐ YES ☐ NO.
GOVERNMENT COOKING FACILITIES ONLY: ☐ YES ☐ NO
COMMERCIAL LODGING: ☐ YES ☐ NO. RATE: _____ MEALS: ☐ YES ☐ NO.
21. NEAREST COMMERCIAL AIRLINE CITY: _____
22. REMARKS: _____

7/22/2004

Incident Status Summary (ICS-209) Form**INCIDENT STATUS SUMMARY (ICS 209)**

*1. Incident Name:		2. Incident Number:	
*3. Report Version (check one box on left): <input type="checkbox"/> Initial Rpt # <input type="checkbox"/> Update (if used): <input type="checkbox"/> Final	*4. Incident Commander(s) & Agency or Organization:		*5. Incident Management Organization: *6. Incident Start Date/Time: Date: _____ Time: _____ Time Zone: _____
7. Current Incident Size or Area Involved (use unit label – e.g., "sq mi," "city block"):	8. Percent (%) Contained Completed _____	*9. Incident Definition:	10. Incident Complexity Level: *11. For Time Period: From Date/Time: _____ To Date/Time: _____

Approval & Routing Information

*12. Prepared By: Print Name: _____ ICS Position: _____ Date/Time Prepared: _____	*13. Date/Time Submitted: Time Zone: _____
*14. Approved By: Print Name: _____ ICS Position: _____ Signature: _____	*15. Primary Location, Organization, or Agency Sent To:

Incident Location Information

*16. State:	*17. County/Parish/Borough:	*18. City:
19. Unit or Other:	*20. Incident Jurisdiction:	21. Incident Location Ownership (if different than jurisdiction):
22. Longitude (indicate format): Latitude (indicate format):	23. US National Grid Reference:	24. Legal Description (township, section, range):
*25. Short Location or Area Description (list all affected areas or a reference point):		26. UTM Coordinates:
27. Note any electronic geospatial data included or attached (indicate data format, content, and collection time information and labels):		

Incident Summary

*28. Significant Events for the Time Period Reported (summarize significant progress made, evacuations, incident growth, etc.):				
29. Primary Materials or Hazards Involved (hazardous chemicals, fuel types, infectious agents, radiation, etc.):				
30. Damage Assessment Information (summarize damage and/or restriction of use or availability to residential or commercial property, natural resources, critical infrastructure and key resources, etc.):	A. Structural Summary	B. # Threatened (72 hrs)	C. # Damaged	D. # Destroyed
	E. Single Residences			
	F. Nonresidential Commercial Property			
	Other Minor Structures			
	Other			
ICS 209, Page 1 of ____		* Required when applicable.		

INCIDENT STATUS SUMMARY (ICS 209)

*1. Incident Name:		2. Incident Number:	
Additional Incident Decision Support Information			
*31. Public Status Summary:	A. # This Reporting Period	B. Total # to Date	*32. Responder Status Summary:
<i>C. Indicate Number of Civilians (Public) Below:</i>			<i>C. Indicate Number of Responders Below:</i>
D. Fatalities			D. Fatalities
E. With Injuries/Illness			E. With Injuries/Illness
F. Trapped/In Need of Rescue			F. Trapped/In Need of Rescue
G. Missing (note if estimated)			G. Missing
H. Evacuated (note if estimated)			H. Sheltering in Place
I. Sheltering in Place (note if estimated)			I. Have Received Immunizations
J. In Temporary Shelters (note if est.)			J. Require Immunizations
K. Have Received Mass Immunizations			K. In Quarantine
L. Require Immunizations (note if est.)			
M. In Quarantine			
N. Total # Civilians (Public) Affected:			N. Total # Responders Affected:
33. Life, Safety, and Health Status/Threat Remarks:	*34. Life, Safety, and Health Threat Management:		
			A. Check if Active
	A. No Likely Threat		<input type="checkbox"/>
	B. Potential Future Threat		<input type="checkbox"/>
	C. Mass Notifications in Progress		<input type="checkbox"/>
	D. Mass Notifications Completed		<input type="checkbox"/>
	E. No Evacuation(s) Imminent		<input type="checkbox"/>
	F. Planning for Evacuation		<input type="checkbox"/>
	G. Planning for Shelter-in-Place		<input type="checkbox"/>
	H. Evacuation(s) in Progress		<input type="checkbox"/>
	I. Shelter-in-Place in Progress		<input type="checkbox"/>
	J. Repopulation in Progress		<input type="checkbox"/>
	K. Mass Immunization in Progress		<input type="checkbox"/>
	L. Mass Immunization Complete		<input type="checkbox"/>
	M. Quarantine in Progress		<input type="checkbox"/>
	N. Area Restriction in Effect		<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
35. Weather Concerns (synopsis of current and predicted weather; discuss related factors that may cause concern):			
36. Projected Incident Activity, Potential, Movement, Escalation, or Spread and influencing factors during the next operational period and in 12-, 24-, 48-, and 72-hour timeframes:			
12 hours:			
24 hours:			
48 hours:			
72 hours:			
Anticipated after 72 hours:			
37. Strategic Objectives (define planned end-state for incident):			
ICS 209, Page 2 of ____		* Required when applicable.	

INCIDENT STATUS SUMMARY (ICS 209)

*1. Incident Name:	2. Incident Number:
<i>Additional Incident Decision Support Information (continued)</i>	
38. Current Incident Threat Summary and Risk Information in 12-, 24-, 48-, and 72-hour timeframes and beyond. Summarize primary incident threats to life, property, communities and community stability, residences, health care facilities, other critical infrastructure and key resources, commercial facilities, natural and environmental resources, cultural resources, and continuity of operations and/or business. Identify corresponding incident-related potential economic or cascading impacts.	
12 hours: 24 hours: 48 hours: 72 hours: Anticipated after 72 hours:	
39. Critical Resource Needs in 12-, 24-, 48-, and 72-hour timeframes and beyond to meet critical incident objectives. List resource category, kind, and/or type, and amount needed, in priority order:	
12 hours: 24 hours: 48 hours: 72 hours: Anticipated after 72 hours:	
40. Strategic Discussion: Explain the relation of overall strategy, constraints, and current available information to: <ol style="list-style-type: none"> 1) critical resource needs identified above, 2) the Incident Action Plan and management objectives and targets, 3) anticipated results. <p>Explain major problems and concerns such as operational challenges, incident management problems, and social, political, economic, or environmental concerns or impacts.</p>	
41. Planned Actions for Next Operational Period:	
42. Projected Final Incident Size/Area (use unit label – e.g., "sq mi"):	
43. Anticipated Incident Management Completion Date:	
44. Projected Significant Resource Demobilization Start Date:	
45. Estimated Incident Costs to Date:	
46. Projected Final Incident Cost Estimate:	
47. Remarks (or continuation of any blocks above – list block number in notation):	
ICS 209, Page 3 of ____	
<i>* Required when applicable.</i>	

INCIDENT STATUS SUMMARY (ICS 209)

[illegible]

Fuels and Fire Behavior Advisory Template

Affected Area(s)

Fuels and Fire Behavior Advisory

Date Advisory takes affect

Subject: A brief synopsis of the condition(s) present that warrant the Advisory (Should be no more than one or two sentences)

Discussion: Detailed description of the condition(s) (may include graphics)

Difference from normal conditions: In specific, measurable terms how is this condition exceptional or extreme when compared to normal for the time of year or compared to other extreme fire seasons for the area of concern?

Concerns to Firefighters and the Public:

- Specific circumstances that are likely to result from the Advisory conditions

Mitigation Measures:

- How firefighters and fire managers should be prepared to deal with each of the specific circumstances listed above

Area of Concern: Detailed description of the area of concern (may include a map)

Issued By: Name and Organization of the person primarily responsible for the Advisory in order to provide a point of contact for questions or concerns.

NOTE (Delete this section): text in black is editable and should be tailored to fit specific situation for advisory message. Title and topic areas of advisory are to be in RED. Topic area titles to be standard and each section must be included with every issuance.

**Advisories should only be issued to address an exceptional or extreme circumstance that could threaten firefighter or public safety. Conditions that could be reasonably expected during the course of fire season do not warrant a Fuels and Fire Behavior Advisory*

**Advisories will highlight conditions that are currently on-going and give specific examples that have been experienced in the field. Advisories should be tailored so that firefighters at all experience levels can recognize the situation and act accordingly.*

**Each Advisory must include a detailed map of the affected area when submitted to the Predictive Services unit (This map is used to complete the national Advisory map and may be in addition to the 1 page allowed for the Advisory)*

**Advisories should be coordinated with neighboring administrative units to ensure that all areas with similar conditions are being addressed.*

**Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory*

**Each Advisory should be no more than one page. If more detailed information is available provide a link in the Advisory where that information can be accessed*

**Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely information. At the request of the issuer Advisories may be lifted before the 14 days has passed.*

Wildland Fire Entrapment/Fatality Initial Report Form

Wildland Fire Fatality and Entrapment INITIAL REPORT

Complete this report for fire-related entrapment and/or fatalities. Timely reporting of wildland-related entrapments or fatalities is necessary for the rapid dissemination of accurate information to the fire management community. It will also allow fire safety and equipment specialists to quickly respond to these events as appropriate. This initial report does not replace agency reporting or investigative responsibilities, policies, or procedures. Immediately notify the National Interagency Coordination Center (NICC) Coordinator on Duty (COD) by phone, and then submit this written report to NICC within 24 hours—even if some data are missing—to the address given below.

NICC—National Interagency Fire Center
3833 South Development Ave.
Boise, ID 83705

Phone: 208-387-5400
Fax: 208-387-5414
Coordinator on Duty email: COD@blm.gov

Submitted by: _____	Position: _____
Agency: _____	Location: _____
Phone: _____	E-mail: _____

1. General Information

Date of event: _____ Time: _____

Number of personnel involved: _____

Number of Injuries: _____ Fatalities: _____

Fire name, location, agency, etc.: _____

2. Fatalities

Type of accident:

- ☐ Aircraft ☐ Vehicle ☐ Natural (lightning, drowning, etc.) ☐ Smoke
☐ Medical (heart, stroke, heat, etc.) ☐ Entrapment ☐ Struck by falling object

Where fatality/entrapment occurred:

- ☐ Fire site ☐ In transit ☐ Incident base ☐ Other _____

Note: In the event of fatality(s), do not release name(s) until next of kin are notified.

Employing agency: _____

Unit name: _____

Address: _____

For further information, contact: _____

Phone: _____

3. Fire-Related Information

Fuel Model: _____

Incident management type at time of the incident/accident: (check one)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Temperature: _____ RH: _____ Wind: _____ Mph _____

Topography: _____ Urban/wildland intermix?: ☐ Yes ☐ No

Slope: _____ %

Fire size at the time of the incident/accident: _____ acres _____

Cause of fire: ☐ Natural ☐ Incendiary ☐ Accidental ☐ Unknown

4. Entrapment Information

A situation where personnel are unexpectedly caught in a fire-behavior-related, life-threatening position where escape routes or safety zones are absent, inadequate, or have been compromised. An entrapment may or may not include deployment of a fire shelter. Note: Engine and dozer burnovers also constitute entrapments.

Brief **description** of the accident:

Entrapment Description

Person trapped: ☐ With shelter ☐ Without shelter

Burns/smoke injuries while in shelter ☐ Yes ☐ No

Burns/smoke injuries while escaping entrapment ☐ Yes ☐ No

Burns/smoke injuries incurred while fighting fire ☐ Yes ☐ No

Fire shelter performed satisfactorily ☐ Yes ☐ No

Fire shelter was **available**, but not used ☐ Yes ☐ No

Personal Protective Equipment Used

Fire shelter ☐ Yes ☐ No

Gloves ☐ Yes ☐ No

Protective pants ☐ Yes ☐ No

Boots ☐ Yes ☐ No

Protective shirt ☐ Yes ☐ No

Goggles ☐ Yes ☐ No

Face/neck protection ☐ Yes ☐ No

Hardhat ☐ Yes ☐ No

Documentation of Length of Assignment Extension Requirements Form

Resource Extension Request Form

RESOURCE and INCIDENT INFORMATION:

Resource Name: _____

Incident Name: _____ Incident #: _____ Request #: _____

Position on Incident: _____

Home Unit Supervisor: _____ Email: _____ Fax #: _____

EXTENSION INFORMATION:

Prior to any extension consider the health, readiness and capability of the resource. The health and safety of incident personnel and resources will not be compromised under any circumstances.

Length of Extension: _____ Last Work Day: _____

Justification (Select from the List Below):

- ☐ Life and Property are imminently threatened,
- ☐ Suppression objectives are close to being met, or
- ☐ Replacement resources are unavailable or have not yet arrived

Explanation for IMT Extension:

REQUESTED BY:

Incident Supervisor: _____ Incident Position: _____

APPROVED BY:

- 1) Resource or Resource supervisor: _____
- 2) Incident Commander or Deputy: _____
- 3) Host GACC : _____
- 4) Home Unit Supervisor: _____
- 5) Sending GACC (excluding single-resource Overhead): _____
- 6) NICC (only if National Resource): _____

Signatures should be gathered in the order they are numbered above. For IMT extensions, only signature lines 2, 3, 5 and 6 are required.

January 2017

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APPENDIX: ACRONYM GUIDE

The following acronyms are used throughout the Nation Mobilization Guide:

AD	Administratively Determined
AFF	Automated Flight Following
AMRS	All-Hazards Meteorological Response System

ARA	Aircraft Rental Agreement
ASAT	Aviation Safety Assistance Team
ASM1	Aerial Supervision Module
ATD	Actual Time of Departure
BAER	Burned Area Emergency Response
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BNML	Battalion Military Liaison
BPA	Blanket Purchase Agreement
BUYT	Buying Team
CDO	Communications Duty Officer
COMC	Communications Coordinator
COML	Incident Communication Unit Leader
COP	Chief-of-Party
COR	Contracting Officer Representative
COTR	Contracting Officer Technical Representative
CRWB	Crew Boss
CREP	Crew Representative
CRM	Crew Resource Management
CWN	Call When Needed
DASP	Disaster Assistance Support Program
DCO	Defense Coordinating Officer
DMS	Dispatch Messaging System
DOI	Department of Interior
EERA	Emergency Equipment Rental Agreement
EFTR	Emergency Firefighter Time Report
ESF	Emergency Support Function
EST	Emergency Support Team
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure

ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FAST	Wildland Fire and Aviation Safety Team
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FMO	Fire Management Officer
FOG	Field Operations Guide
FOR	Fixed Operating Rate
FRS	Family Radio Service
FS	Forest Service
FWS	Fish and Wildlife Service
GACC	Geographic Area Coordination Center
GMAC	Geographic Multi-Agency Coordinating Group
GPU	Ground Power Unit
GSA	General Services Administration
HMGB	Helicopter Manager Single Resource
HSPD	Homeland Security Presidential Directive
HUDC	Host Unit Dispatch Center
IA	Initial Attack
IARR	Interagency Resource Representative
IBA	Incident Business Advisor
ICS	Incident Command System
ICS 209	Incident Status Summary
IHC	Interagency Hotshot Crew
IMET	Incident Meteorologist
IMSR	Incident Management Situation Report
IMT	Incident Management Team
IQCS	Incident Qualification Certification System
IR	Infrared
IRAWS	Incident Remote Automatic Weather Station
IRIN	Infrared Interpreter
ISO	Incident Support Organization
ISOG	Interagency SEAT Operations Guide
JFO	Joint Field Office
MAC	Multi-Agency Coordinating Group
MAFFS	Modular Airborne Firefighting Systems
MOU	Memorandum of Understanding

NASF	National Association of State Foresters
NCO	National Contracting Officer
NFES	National Fire Equipment System
NFPET	National Fire Prevention Education Team
NICC	National Interagency Coordination Center
NIFC	National Interagency Fire Center
NIMO	National Incident Management Organization Teams
NIRSC	National Incident Radio Support Cache
NISCC	National Interagency Supply Cache Coordinator
NMAC	National Multi-Agency Coordination Group
NPS	National Park Service
NRCC	National Response Coordination Center
NRF	National Response Framework
NWCG	National Wildfire Coordinating Group
NWS	National Weather Service
OAS	Office of Aviation Services
OFDA	Office of Foreign Disaster Assistance
OSHA	Occupational Safety and Health Administration
PAX	Passengers
POE	Point of Entry
PPE	Personal Protective Equipment
RAO	Regional Aviation Officer
RAP	Review, Audit, Process Team
RRCC	Regional Response Coordination Center
ROSS	Resource Order Status System
SEAT	Single Engine Airtanker
STCR	Strike Team Leader Crew
TFR	Temporary Flight Restriction
THSP	Technical Specialist
USA	United States of America
USDA	United States Department of Agriculture
USFA	United States Fire Administration
UTF	Unable to Fill
VOR	VHF Omnidirectional Range
VLAT	Very Large Airtanker
WUI	Wildland Urban Interface

INDEX

SUBJECT	PAGE NUMBER(S)
---------	----------------

A

Review, Audit, Process Teams (RAP)	45, 46
Administrative Support (Incident Support Organization)	19, 20
Air Tactical and Reconnaissance Aircraft	71
Airborne Thermal Infrared (IR) Fire Mapping	74
Aircraft 5, 8, 20, 25, 26, 33, 35, 38, 51, 53, 63, 64, 65, 66, 67, 68, 69, 71, 72, 73, 74, 75, 76, 77, 104, 106, 118	
Aircraft Flight Request/Schedule Form	104
Airspace Conflicts	76
Airtankers	9, 26, 63, 69, 70, 77, 120
Assignment Extension Requirements Form	See Documentation of Length of Assignment
Extension Requirements Form	
Assignment, length of assignment, days off 4, 5, 6, 10, 14, 24, 28, 31, 36, 39, 40, 41, 42, 44, 45, 48, 49, 51, 54, 58, 64, 73, 116	
Australia Support	3, 18, 26
Automated Flight Following (AFF)	64, 65, 67
Aviation Safety and Assistance Team (ASAT)	44, 51, 118

B

Border Fires	28, 29
Burned Area Emergency Response Team (BAER)	47, 48, 118
Buying Teams	19, 44, 45

C

Cache Ordering Procedures	56
Canada Support	3, 18, 26, 98
Communications Coordinator (COMC)	37, 118
Complexity	21, 43
Cost Coding	10
Crews	8, 11, 20, 24, 53, 54

D

Demobilization	4, 20, 25, 29, 39, 55, 60, 64
Disaster Assistance Support Program (DASP)	3, 26
Dispatch Forms	99
Documentation of Length of Assignment Extension Requirements Form	116

E

Engine Type	60
-------------	----

Equipment/Supplies	55
Exclusive Use Contract Helicopters	73
Expanded Dispatch Organization	20

F

FAA Temporary Control Tower Operations	76
FAA Temporary Tower Request Form	107
FAST (Wildland Fire and Aviation Safety Teams)	50, 119
Federal Emergency Management Agency (FEMA)	1, 40
Field Office Replenishment	56
Flight Following Procedures (Flight Management)	64
Flight Manager	31, 38, 66, 67, 68
Frequencies, AM, FM, VHF, and UHF	37, 57, 67, 71, 72, 77, 120

G

Geographic Area Coordination Centers (GACCs)	27, 85
Geographic Area Preparedness Levels	15

H

Helicopter Module	25, 35
Helicopter Rappellers	35
Helicopters – Call-When-Needed (CWN)	35, 63, 71, 72
Hotshot Crews	11, 53

I

IMT Configurations	41
Incident Management Situation Report	119
Incident Management Teams	5, 16, 37, 40, 42
Incident Meteorologist (IMET)	38
Incident Operations Driving	6
Incident Qualifications and Certification System (IQCS) Position Codes	31
Incident Remote Automatic Weather Stations, (IRAWS-NFES 005869)	58
Incident Status Summary (ICS-209) Form	109
Incident Support Organization (ISO)	19
Incident Support Organization (ISO), Example	22, 23
Infrared Aircraft	9, 74, 75
Infrared Aircraft Scanner Request Form	8, 106
Initial Attack Definition	7
Interagency Wildland Fire Modules	32, 33
International Operations	26

L

Large Transport Aircraft	9, 32, 63, 73
Lead Planes	63, 69, 71

Length of Assignment	4, 5
Local and Geographic Area Drawdown Levels and National Ready Reserve	2

M

MAC Group Coordinator	21
Mexico Support	26
Military	24, 25, 70, 76, 118
Military Training Routes and Special Use Airspace	76
Mission Statement	1
Mobile Food & Shower Service Request Form	101
Mobilization	1, 4, 16, 18, 20, 24, 29, 31, 33, 48, 51, 52, 53, 59, 63, 118
Modular Airborne Firefighting Systems (MAFFS)	70
Multi-Agency Coordinating Groups (MAC) Organization	18

N

Name Request	32, 36, 39
National Area Command Team	9, 43, 44
National Area Command Team Configuration	43
National Association of State Foresters (NASF)	1
National Contract Mobile Food Services	9, 55, 59, 60
National Contract Mobile Shower Facilities	9, 55, 59
National Fire Preparedness Plan	15
National Fire Prevention and Education Teams (NFPET)	48, 49, 120
National Incident Management Organization Teams (NIMO)	40, 42
National Incident Radio Support Cache (NIRSC)	9, 37, 57
National Multi-Agency Coordinating Group (NMAC)	2, 17, 42
National Ready Reserve	2
National Resources	9, 18, 69, 70, 71, 73, 74
National Response Framework	1, 3, 14, 18, 40, 120
National Type 1 IMT Rotation Process	41
New Zealand Support	26
NFES Items in Short Supply	56
NIFC Directors' Delegations	18
Non-Incident Related Ordering	29
Non-Standard Overhead Groups	36
Notification of Commitment of National Resources	9

O

Office of Foreign Disaster Assistance (OFDA)	3, 26
Ordering Channels	27
Ordering Procedures	28
Other Nations Support for Large Scale Mobilizations	26
Overhead Mobilization and Demobilization	31

P

Passenger and Cargo Manifest Form	102
Predictive Services	79
Preparedness Level Descriptions	15
Preparedness/Detail Request Form	8, 108
Priorities	1

R

Radio Mobilization/Demobilization	58
Rappeller and Helicopter Manager Gear, Weights, and Volume	36
Rappellers	<i>See</i> Helicopter Rappellers
Resource Mobilization	7
Resource Order Form	99

S

Serious Accident Investigation Teams (SAIT)	52
Single Engine Airtankers (SEATs)	71
Smokejumper Aircraft	9, 71
Smokejumper Gear, Weights, and Volume	34
Smokejumpers	9, 10, 33, 64
Special Use Airspace	76
Standard Cubes, Weight, and Gear Policy for all Personnel	9
Supplies/Equipment	55

T

Technical Support	19, 20
Temporary Flight Restrictions	76
Total Mobility	1

U

Unable to Fill (UTF) Procedure	9
Unit Identifiers	29

W

Water Tender Type	61
Wildland Fire Entrapment/Fatality	8
Wildland Fire Entrapment/Fatality Initial Report Form	114
Wildland Fire Weather Forecasts	10
Work/Rest Guidelines	4, 5